

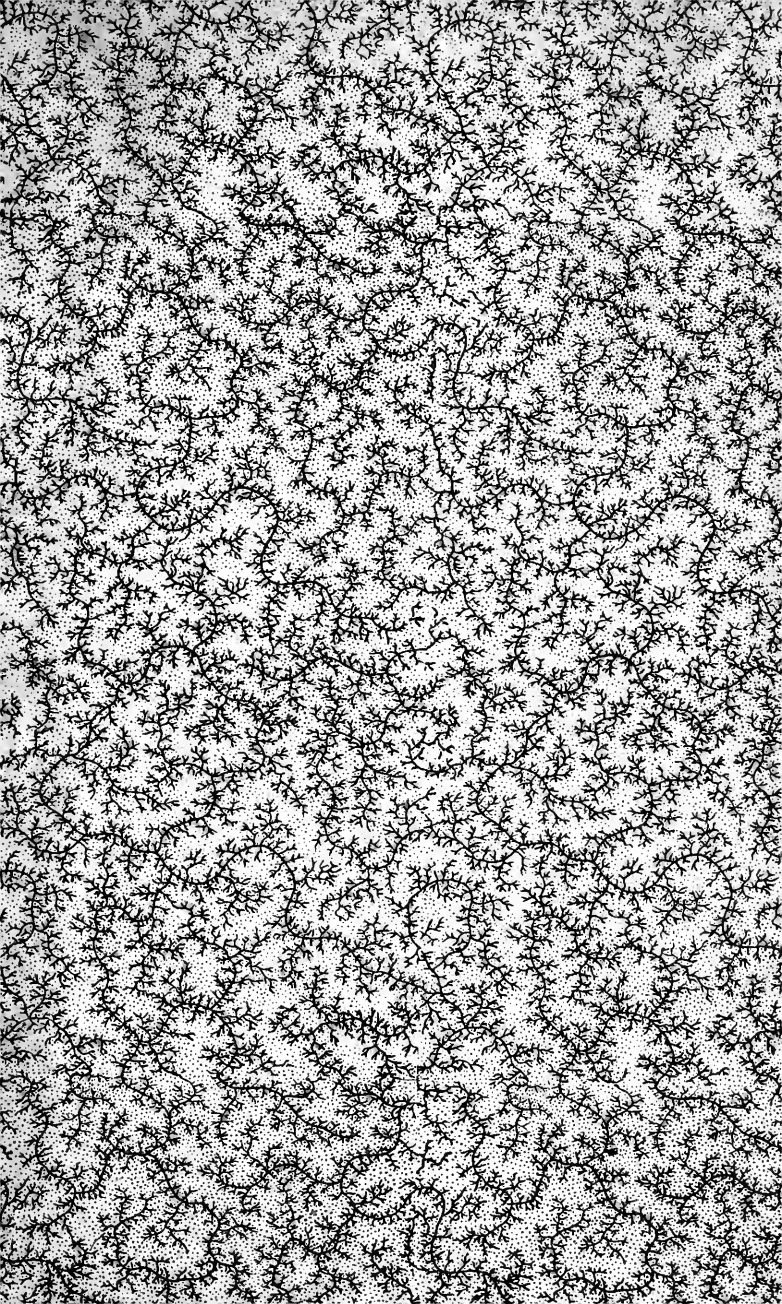
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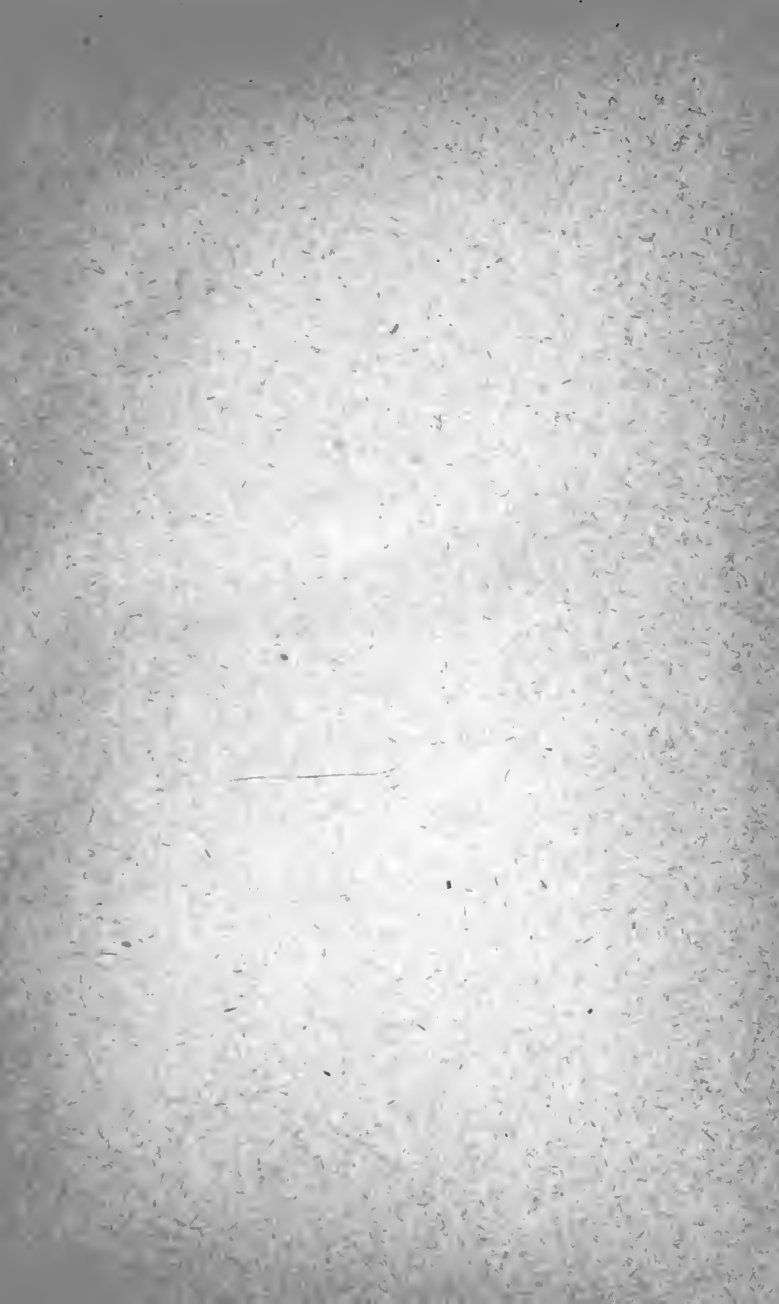
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1889

UNITED STATES OF AMERICA.









COSMONICS

OF THE

UNITED STATES.

*A PHYSICAL PROPHECY OF NORTH AMERICA
AND A FORECAST OF OUR COUNTRY,
FOUNDED IN CREATIVE LAW.*

ILLUSTRATED WITH ORIGINAL CHARTS.

BY
OLIVER M. ^{Stell}BABCOCK.

To imitate Nature is the greatest mission of Art—

To *interpret* Nature is the highest function of Knowledge

PHILADELPHIA:

1889
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THIS WORK
IS FRATERNALLY INSCRIBED TO

Young Patriots

- WHO are soon to assume the responsibilities of social order and civil government, and who discriminate between liberty and license.
- WHO esteem rights as the measure of responsibilities, and duties as coextensive with privileges.
- WHO hold that any one has no right to do wrong; that everything bad is wrong—be it act, omission, or indulgence; that whatever is a moral wrong should not be a legal right; that personal freedom is bounded by the welfare of communities, and is possible only under mutual restraints, and that this principle applies to the freedom and independence of states.
- WHO perceive that the habits of individuals form the customs of society, and thereby become the foundation of laws which determine the rights, measure the responsibilities, and prescribe the privileges of the people; and, therefore, that the liberty of persons, the stability of our institutions, and the perpetuity of popular empire, depend on pure habits and proper customs, from which come exemplary laws.
- WHO regard intelligence, integrity, and industry as the tripod of a safe democracy.
- WHO trust in Providence, are true to themselves, and therefore cannot be false to others.
- WHO favor state unity, national sovereignty, and territorial extension until the continent is embraced, as essential to our complete independence; and
- WHO, believing in the survival of the fittest, ever hope in the future

OF

THE NORTH AMERICAN REPUBLIC.

THE CHARTS.

A ball cover or an orange peel is a good representation of the crust of our globe. If we cut either of them so as to spread it or a portion of it on a flat surface, we shall realize the difficulty of making a map to represent the area of our planet or of a continent.

An orange is, perhaps, the best representation, in shape, of any product of its parent,—the earth. Let the two ends of the orange represent the North and South poles. Cut the peel from end to end into many strips. If there be 360 of these cuts they will represent the number of meridian lines used in geographical measurement, and every strip will represent a degree of longitude. The strips will all be pointed at the ends. If they be laid side by side, in a straight line on a flat surface, the ends will be spread apart while their middles touch together. If a figure or a map had been drawn on the peel before cutting, it would be separated into many parts, and so broken up as to scarcely be recognized. Had the peel been elastic, and cut into only two equal parts, the ends would stretch instead of separating when flattened, and the figure would remain intact, but be very much distorted and spread out of proportion.

Cut an orange peel around midway between the ends, and the northern and southern hemispheres will be represented by the two halves, while the cut will represent the equator. Now make other cuts around, parallel to this equator, and the strips will represent belts of latitude, while the cuts will represent lines called parallels on the map. Between the center line or equator, and the ends or poles, there should be 180 cuts or lines—90 on each half—to represent all the parallels or degrees used in this kind of geographical measurement. A very few of these cuts and strips, even three or four on one side, are enough to illustrate the idea we wish here to convey.

If the rind be now cut crosswise of these belts through the poles or ends of the orange, into two equal parts, and each half pressed out flat, the strips will be curved into shape resembling lines and belts, called parallels and degrees of latitude on the maps of our school geographies. Both meridians and parallels must be curved in order to show the Globe or any considerable portion of it approximately correct, and the meridians and parallels must always be curved in proportion to each other.

A map with meridians and parallels drawn at right angles—in straight lines—represents portions of the earth towards the poles considerably larger than they really are, like the supposed elastic orange peel expanded or spread at the ends and also straightened out lengthwise, giving latitudes the appearance of greater width in the same portions with meridians. This accounts for the disproportion of continents, &c., represented on our Civil Chart showing the *course of empire* or *path of power* around the world. The straight lines are necessary to easily explain and give a correct idea of directions and comparative as well as relative distances, and allowance must be made for the disproportional breadth towards the poles. Other apparent discrepancies are apt to be noticed by captious critics; especially if their interests lie in the direction of disadvantage according to the theory outlined in this book. It should be remembered, therefore, at the outset, that perfection is not claimed nor calculations in detail entered into by the author, for the very good reason that explanations which could be made would weary the average reader,—a disadvantage which is believed to outweigh that of neglecting to particularize, and which is outweighed by the importance of condensing many ideas into a small compass, allowing ample room for additional thought and discussion.

Art cannot accurately portray Nature, either by representation or description. Perfection is only approximated,—never reached by any human effort. Approximation,

even, is not effected in minuteness or in detail, but only in a general view. Art being imperfect and finite, cannot comprehend Nature which is perfect and infinite. Every principle of Nature is infinite. The more a curve is enlarged, the nearer it approaches a straight line; yet, a curve cannot be made straight by infinite enlargement. The ratio between a circumference and its diameter cannot be exactly calculated. That the earth revolves once in 365 days is not strictly true. The relative distance between meridians on our sphere is a constant deviation from the equator to the poles, and a general rule for estimating distances obliquely across or between them and the parallels cannot be given.

The variations of nature do not alter the accuracies of art, nor conform to them, and a partial fact may seem to invalidate a general statement. The average direction of the sun's rays to the earth in any latitude, may be contradicted by the exact angle at which it meets the surface at a particular point or a certain time in that latitude. Much depends on the surface formation, time of day, and season of the year; yet a true theory is founded on the general facts. Asia-Minor belongs with Europe in our calculations.

Calcutta, the central city of India, being on or near the central meridian—90—of the great continent—including Europe and Asia—is favorably situated to serve as an important way-mark in all directions. The 20th parallel is below Calcutta but above Bombay, and properly becomes the average-limit-line of descent southward. Parallel 40, relatively, though not really, is farther north in Asia than in Europe and America. A large right curve from the long descent southward, to touch Pekin *on* parallel 40, has its proportional counterpart in the smaller one from the short descent southward, to touch Boston and New York, *above* parallel 40. Many other instances might be noticed.

Average comparisons, approximate measurements, and general ideas only, must answer for explanations and illustrations of our plan as exhibited on the following pages.

EXORDIAL MOTTOES.

Blessed are those to whom destinies equal attractions.—*Fourier.*

Could I have been told when young, what I have since written on the subject of mezzotinto engraving, it would have saved me years of toil.—*John Sartain.*

Antiquity deserveth that reverence that men should make a stand thereupon, and discover what is the best way; but when the discovery is well taken, then to make progression.—*Lord Bacon.*

From the past and the present a glorious future must succeed. We may most reasonably hope that the age now transpiring, the age we have seen born, and which will see us buried, will transmit to our children and their remotest posterity, increasing virtues, and perpetually lessened wrongs.—*Elias Lyman Magoon.*

The greatest excellence is often elaborated amid the severest trials, and the calamities we would gladly avert, have most of all contributed to progress, intellectual and moral.—*E. L. M.*

Are not all laws, discrepant from God's laws, evil?—*Bishop Hall.*

Plans in Nature show the purposes of God.—*The Author.*

"Know then thyself, presume not God to scan!
The proper study of mankind is man"
And his own earth. The stars thou canst not reach,
And more than thou canst learn, this world will teach.

COSMONICS.

INCEPTION AND EVOLUTION.

Advents and events, incidents and accidents, occurrences, and undertakings, are introductory impulses in the march of progress and the advance of civilization.

Accident or incident has given birth to every law and prompted or promoted every amendment thereof. Customs and systems are the outgrowths of unexpected occurrences. Discoveries and inventions, enterprises and revolutions, are the results of unlooked-for happenings. The supposed achievements of men and the distinctions which they acquire come of unanticipated opportunities.

A book, a story, or a poem, is founded in or suggested by a catastrophe or a triumph, which was brought about by chance. Men are credited with marvellous foresight, extraordinary talents, or exceptional shrewdness, for acts the most unpremeditated, and to which they were driven by emergency. An unexpected turn in the price of stocks may raise an unwitting speculator to a reputable financier and popular adviser in matters of business.

The tide of a war may turn on the bravery of a private soldier who dies in the heroic act and is never known or lives in obscurity, while at his expense a country is saved, a nation becomes great, and the general of the army is crowned with unmerited honors.

The city of Chicago escaped conflagration and plunder at the hands of Confederates in the beginning of November, 1864, by the tact and persistence of a government employee who still remains publicly unknown in the connection, while the Provost Marshal received credit for great efficiency. Honors rightly bestowed would revolutionize office-holding, shift its emoluments, and alter the list of heroes.

Napoleon III. precipitated a war between France and Germany and was driven into exile, his nation disgraced and Paris beleaguered, but out of the ruin arose the French Republic. The uninvited opportunity made the King of Prussia Emperor of Germany. Thus the benefaction of a republic exists on the ruins of an empire, the downfall of which raised a few isolated states to a united nationality and dominating power.

Those who sought to establish slavery as a permanent institution on this continent, were made instruments of its overthrow and of opportunities which brought obscure men into prominence.

The greatest conflagration of history, made the rivals of Chicago to exult over her supposed ruin. But her suffering citizens were quickly replaced or joined by others who, but for this calamity, might never have succeeded as financiers.

The question of her survival and the desperate energy of her people brought her position and possibilities to the front, established her greatness as never before, and resulted in accelerating her already marvellous growth.

Circumstances connected with the great disaster have brought about the composition of these pages. The great fire occurred in October, 1871. The author suffered by its ravages, being a resident of Chicago at the time. During the immediate winter he delivered a few lectures in Illinois, and being credited with many ideas entirely new on the subject of American development and progress, was officially called by one city to write a pamphlet on the "Present and Future" of that place and its vicinity. The call was promptly accepted, and while the pamphlet was being prepared, many thoughts came into the author's mind, exciting his admiration at what seemed a great plan, divine in purpose and prophetic of destiny. Pursuit of the subject became a fascinating study and led finally to a resolution that a more extensive work should be produced, comprehending the whole country, and showing its relations to the world.

As general truths and their verifying facts, each called by another and suggesting its successor, came in their order and fitted into place like parts of a great masterpiece worthy of a world-maker and designer of nations, every idea added brightness to the picture until the continent appeared illuminated as the stage of the fifth and final act in the great drama of human progress—the grandest camp in civilization's march, and ultimate goal in the "course of empire."

These pages are but an outline of the ideas passing in review and claiming recognition as factors in the fulfillment of a great purpose. Elaborated, the theme would fill a volume of proportions discouraging to business readers whose interest is largely considered in these lectures. Condensation has been the most laborious part of the work.

It was conceived in 1872 and practically begun in 1874-5 to be used on the occasion of the Centennial in 1876. Financial reverses caused a detention which could not be overcome during the prevalence of that memorable panic which began in 1873, adding to losses already suffered by the great Chicago fire. So the manuscript has remained until 1889 when, with a few additions, it comes forth under the inspiration of another Centennial,—auspiciously of the inauguration of our first President—George Washington.

Whatever the essay lacks in embellishment or scholarship, it is entitled to the merit of originality. The facts and theories here expressed have never been otherwise or elsewhere put forth to the writer's knowledge, and as admiration for his views, coupled with admissions of their novelty, have been unanimous among teachers and leading business men wherever he has lectured on the subject, he is encouraged in the belief that he will remain free from the accusation of plagiarism. He also has avoided the weakness of tautology to the fullest extent practicable in treating of so comprehensive and varied a subject, in many departments of which the same ideas are involved and similar words are required to express them. In treating separately of sections,

states, and cities, it is difficult to avoid like or similar expressions, where qualities and conditions are the same in relation to soil, climate, and commercial facilities.

The few quotations admitted are mostly of sentiments expressed, rather than facts obtained, and are adduced as the exalted views of eminent minds, in order to modulate the reader's adverse opinion of the author's enthusiasm over our country's prospective career, and the brilliant outlook for all interests, and for coming generations. By these quotations the author hopes to escape some accusations of giving forth views extravagant or overwrought. He also claims the merit of absolute independence with freedom from the bias of personal interest, and from influence by sections, states, cities, or transportation lines. He has never received or sought reward or favor of any kind from any source except the source of all truth and light, lest a deviation in the slightest degree from facts, truths, or earnest convictions, might be permitted or attempted.

The author, therefore, claims for himself what he hopes perpetually for his country—ORIGINALITY, INDEPENDENCE, and FREEDOM.

COSMONOMY AND PHILOSOPHY.

DEFINITIONS, EXPLANATIONS, ILLUSTRATIONS.

Existence proceeds from the unknown. The memory of an individual corresponds to a history of the race. Both are dependent on revelation for a knowledge of their infancy. The individual depends on parents or others for all knowledge anterior to memory. This is revelation. Revelations concerning the antiquity of the human race and its creations, have engaged thousands of lives in researches which are still being earnestly prosecuted.

Whatever is brought to light concerning the past is of deep and often absorbing interest; yet, how it lacks in practical value as compared with a knowledge of what is and is to come. A mariner would gladly exchange all remembrance of past voyages for a knowledge of those he has yet to make. The storms he has encountered are not safe criteria for those he must meet. They are only admonitions to prepare for what may never again happen.

Experience is of much importance, but intelligent forecast is of infinitely greater value. The former is important chiefly as an aid to the latter. Records and recollections are of little worth, save as they supply facts which reveal to us laws governing life, and thereby enable us to prepare for contingencies. Facts antecede all true philosophy. Facts are always true. Philosophies may be false—even when founded on facts, if they extend beyond their foundation and rest on conclusions or inferences not fully verified as correct.

Everything possible in fact is philosophically true, and everything philosophically true is probable in fact. Philosophies relate to causes; facts to results. As causes may exist without producing results, so there may be philosophical truths without facts to correspond. That shipwrecks have occurred is a fact, and it may be true that other shipwrecks will occur, but it is not yet a fact that they will occur. It is philosophically true that if they do occur there will be a cause therefor. It is also true that if the same conditions encounter like circumstances as before, there will be other shipwrecks.

It is a fact that "ships of state" have been wrecked—that nations have risen and fallen. It is also true that nations have risen and not fallen. Neither of these facts will do for a philosophy except so far as they relate to causes. If it be true that the rise of nations has generally been through industry, frugality, and self-denial; and that their fall has been through idleness, extravagance, and dissipation—the

fruits of opulence and ease—breeders of disease; then a true philosophy may be established in regard to the causes of a nation's development and decline, which is instructive concerning the possible future of existing nations. From habits which ruin individuals, grow customs which imperil republics.

Human growth and progress are governed by laws which are a safe guide to health, business, and good government,—hence to success. These laws are as discoverable as laws which govern movements among planets and molecules, or produce changes in the weather; and estimates under them are as reliable as those which rule in life insurance or any scheme not absolutely certain in its results as calculated.

The stars may fall, and so refute the most exact astronomy. Earthquakes and tornadoes cannot be foretold nor, as yet, prevented, and epidemics are far from being mastered. Yet, science is not a failure. She is young and growing,—imperfect but improving. Many calamities of more ignorant ages are wholly or partially averted by the applications of modern science. Much remains to be accomplished in this direction, as philosophy becomes perfected and its counterpart is applied. Every idea has its opposite, and every principle its counterpart. Electricity is two-fold in operation, called positive and negative. Pressure has its opposite vacuum. Heat and cold, light and darkness, are illustrations of the idea which is true of intellectual as well as physical operations, and an explanation of one always implies and, to some extent, elucidates its opposite; as in simple mathematics; addition and subtraction are contraries, yet each implies and proves the other, while multiplication and division are likewise reciprocal.

Philosophy has its counterpart which heretofore has been without a name, and hence undefined. Philosophy is defined as the science of cause or causes; therefore, it means the ascertaining of causes when effects are known,—a reasoning from effect to cause.

Cosmonomy is the science of sequence—the determining of results from known conditions and circumstances; that is, from known causes,—a reasoning from cause to effect.

Cosmonics relates to cosmonomy, as applied science relates to nominal science in any department. It may be called demonstrative cosmonomy. As we may properly call astronomical calculations *astronomics*, or philosophical investigations *philosophics*, so we may denominate cosmonical estimations *cosmonics*.

Philosophy and cosmonomy are opposite in meaning, and their processes of demonstration are directly the reverse of each other; yet each implies the other, and goes far to develop and establish the same facts.

To philosophically show a cause implies the effect. To cosmonically show an effect implies the cause.

The phenomena of earthquakes and volcanoes have called forth various theories of their cause, one of which is strongly suggested by the discovery of natural gas. The question of permanent supply by continuous generation within the earth, and the relief of its constantly accumulating pressure by spasmodic eruptions in the form of volcanoes, is one of great importance, and its settlement would be a philosophic solution of the problem. On the other hand; the discovery of natural gas and the force of its action with all attendant phenomena, and the conclusion that its cause is in continuous operation, and that the accumulating pressure, unless otherwise relieved, will produce eruptions and vibrations in the earth's crust, destructive to life and property; but that if this pressure be relieved by artificial openings—holes bored through the crust, in sufficient number to allow of escape as rapidly as the gas is formed; then earthquakes will not occur, and volcanoes will not act, and the cause of these dreadful disturbances will be turned to account for the profit, convenience, and comfort of man,—is an illustration of a cosmonic solution of the problem.

An illustration more closely in keeping than the foregoing with our subject, is afforded by the remarkable difference between our two great systems of internal navigation; in origin, operation, and essential features,—the rivers and the lakes.

On a map of North America it is easily seen that the water-shed of the lakes is very small, while that of the rivers is, perhaps, ten times as great; yet, the unvarying flow of the St. Lawrence, may be fully one-half the average quantity passing down the Mississippi in ever changing stages and frequent floods. A comparison by measurement between the Mississippi Rapids and Niagara Falls, in the annual amount of water, presents an apparently insurmountable obstacle to an explanation.

Philosophy at first suggests some underground inlet to the lakes, but in its pursuit makes the discovery that storms from the East, South, and West, deposit a large portion of their moisture on the outer slopes of ridges where it flows back instead of reaching the great valley; while from the various northern directions they sweep in, unobstructed by great elevations of land, and pour their torrents of rain or deposit their snows over the lakes and their borders; that the rivers receive the underground supply from small but numberless fountains which, with melting snows from the mountain crests and extensive evaporations from so large a surface, goes far to make up for what would otherwise be a great deficiency of rain.

On the other hand, cosmonomy begins by observing the two areas and sources of supply, the differences in surroundings and directions of storms, and argues that the lake system requires immense reservoirs with a more direct and constant outlet, in order to protect the shallow rims from overflow, than does the broader basin with its myriads of minute sources of the Mississippi. By taking observations it is found that the reasoning was correct, and the result as cosmonically predicted.

One hundred years hence, men will philosophically discourse upon the influences which made the history of this country and produced the development then observed. Instead of waiting for these results to be seen only by other generations, we, of the present, undertake to foresee them by taking cognizance now of the influences which are to bring them about. Thereby we shall be able to direct our efforts in the right channel and realize expectations instead of working at random and often wasting energies to suffer frequent disappointments. By thus putting ourselves on the side of Nature—or of Providence, the results of our efforts will be the success of our plans and the enjoyment of blessings by our children as intended by our fathers.

Philosophy must await results before the relation between them and their causes can be pointed out. Cosmonomy predicts consequences, as probabilities foretell the weather. Philosophy looks backward; cosmonomy looks forward. Philosophy is the root; cosmonomy is the uppergrowth of the tree of knowledge. Philosophy is the foundation, and cosmonomy the superstructure of one edifice. Which is the most practical and therefore useful, is left for the reader to decide. Both are important, comprehensive, and universal in application,—relating to all things.

The philosophy of life and health, disease and death, points to the causes which produce them. Cosmonomy starts with influences—with habits, actions, and environments, and shows the inevitable results. The philosophy of our country—the United States—in government, growth, and general prosperity, refers continually to experience or history,—points out causes, and hopes with fear concerning the future. The cosmonics of our country—the United States—calculates the results, inevitable, of causes which we see exist,—the conditions and circumstances which forecast the form and continuance of our country as a nation or as a people. Our argument is from the material standpoint, and we offer it as demonstration. Any other system is chiefly speculation.

The natural is believed to be the persistent and hence ultimately dominant element in our national evolution. Although political, religious, and other influences will interfere, they will finally be moulded and conformed as originally designed and here indicated, by the material conditions which exist and the physical agencies at work. These are the millstones which "grind slowly but exceeding fine."

Man is the child of Nature and the parent of Art. So, Art is the grand-child of Nature. The antics of Art may cause Nature to smile or to frown, but cannot alter the constitution or change the disposition of the ancestor it must finally obey. The arts of man may alter the aspects of Nature, but must finally conform to its conditions.

Truth is never at war with Nature, and both are in harmony with the most perfect freedom. "He is a freeman whom the truth makes free and all are slaves besides," is an undisputed proverb; and Humboldt's "Nature is the empire of freedom," is more terse, and equally true.

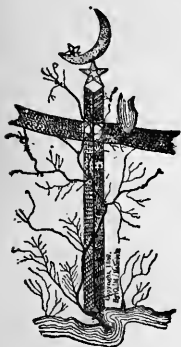
The natural present, in both time and things, affords the most certain, accessible, and practical knowledge of all that is, and the clearest vision of all that lies beyond.

As man cannot be perfect so long as he is progressing, and while he remains imperfect is liable to err; so, perfection is not pretended in this effort to show young Americans the highest incentives to virtue and patriotism that ever existed as a country and as a nation. Confidence is a condition of success. It inspires to lofty efforts accompanied with zeal. To produce these is a leading motive of the author. This purpose accomplished,—there should be no fear for the fruits, where the seed sown by our fathers was so perfect and the conditions of growth are so favorable.

The subject admits of great diversity and extension in public discourse. Here it is formally divided into three lectures.

COSMONICS OF THE UNITED STATES.

LECTURE I.



"Westward the course of empire takes its way,"
And lifts the standard of its civil sway,
At each remove more high, more wide, more free,
Till its domain extends from sea to sea.

O know the future is the strongest desire
of the human mind.

To foretell the events of this world
is the highest mission of prophecy.

To foresee the changes in our day
and generation is the speculation of
our lives.

Changes are constantly taking place which enhance or retard our success, increase or diminish values, help or hinder the accumulation of wealth, and add to or detract from our comforts and enjoyments.

The aims of life are, in a large degree, accomplished or thwarted according as we are able to exercise judicious foresight or calculate results, and thus adapt means to ends.

As individuals we know these to be facts, and they are no less true in public than in private affairs,—no less true of states than of persons.

The tide of war, the permanence of peace, the prosperity of a people, depend much upon prescience and sagacity.

Admit that some of the most important events occur when least anticipated, that great changes take place at times and in manners least expected, that in every decade we see our imaginations outstripped by realities, that fortunes, though often made—they are oftener lost—by the most egregious blunders, that the best laid plans are thwarted and terminate in the most unexpected way; these do not argue against our statements, but confirm them. Mistakes evince the *want* of foresight, not its uselessness.

Intelligent prediction is the best guarantee of success, and our purpose here is to canvass the probabilities of this age and the future with reference to this country, in order that we may economize our efforts, and, as far as possible, ensure success for ourselves, for our children, and for humanity.

It is in the future and for others that we chiefly live. We enjoy the products of others' labor, and others must reap the fruits of our toil. We owe a debt to our ancestors, which we must pay to posterity. Our liberties were earned by our fathers. We must guard and preserve them for our children.

For posterity we earn, we save, we endure hardships, we fight battles, we organize governments, draft constitutions, legislate, make investments, speculate, build cities, erect institutions of learning, and construct stupendous works of art. So we shall continue to do as we are prompted by both desire and duty.

Lives devoted to present gratification and personal ends are degenerate and base, while noble minds are

broad and unselfish, sacrificing present pleasures for future benefits,—themselves for the race.

We venerate the memory of those who laid down their fortunes and their lives to create and preserve our liberties. Christ died, not for himself but for humanity. Washington lived, not for his kindred but for his country. Lincoln is immortal, because he emancipated a race not his own.

The prophets were the precursors of Christianity, and our early patriots paved the way for our freedom. Thus, our civilization is born of the labors of long ago.

It is the privilege of us all to be saviors; it is not necessary that all should be martyrs.

Whatever helps us to avoid mistakes in the future, is akin to that which relieves us from the consequences of errors in the past. Light thrown upon our pathway is a benefaction second only to that self-sacrifice which made such pathway possible.

Men with more than ordinary perspicacity are favored above their fellows. To them tendencies of the present are signs of the prospective. This is an advantage which of right belongs to all, but is possessed by few. Hence the need of more general information from which *all* may draw rational conclusions.

All things pertaining to our welfare as individuals or as a people, are subject to unvarying laws the observance of which is important; for prosperity is founded upon principles as permanent as those which govern changes in the weather, and their probabilities may be as easily discerned. A general knowledge of these laws and

intelligent adaptation of business to them will bring equally certain results.

The transit of Venus across the sun's disc is no more certain, and of vastly less importance to us, than the *transit of EMPIRE across the face of North America.*

It is no more certain that the population of this country will be doubled and probably increased tenfold, than that it will settle in largest numbers upon the fertile plains of the great interior.

That civilization will progress, that agriculture, commerce, and manufactures, will grow, and that art and science will thrive accordingly, is not questioned, but these are no more certain than that the scene of their grandest triumphs will be in the Mississippi Valley. This vast basin is rapidly becoming what it is destined ultimately to be,—the paradise of republicanism, controlling the destinies of the nation,—the fountain of ameliorating civilization and the central granary of the world.

If it be objected that this is theoretical, I reply that it is also logical, and therefore practical. Theories should not be objected to merely because they are such. Theories are our guiding-stars in the *march of empire*, both of matter and of mind. They are the antecedents of civilization. Theorists are the pioneers of progress. They are the headlights of humanity. Theory always precedes practice. Theories are ideas unfolded, and ideas are the mainsprings of action. Ideas are the primaries of existence. Ideas are the monarchs of the universe, and theories are their offspring. Hence,

theories are princes among principles. Ideas are not the work of design; they are born, not made. The idea of the earth's rotundity was not created by Columbus. It was fathered by circumstances, conceived in his fertile brain, born as a thought, grew to a theory, and matured as a fact. His philosophy, though profound, excited the greatest incredulity, and was the object of much witty satire; but the realities of to-day evince the folly of his learned foes.

Every important advance in civilization and in science, every effort for the amelioration of man, has had to stem the tide of popular belief. I expect, therefore, to express some ideas, to advance some theories, and to utter some prognostications, that will cause the shaking of incredulous heads. I am fully convinced, however, that many thoughtful and earnest persons will agree with the predictions here made, and that these will be fully verified by speedy events in the rapid course of time.

The subject is, to say the least, interesting; and the one more than all others which absorbs the speculative mind in America. It is a problem, not the most difficult that science has to solve, but it is of exceeding importance and has an interest for most of us that abstract questions do not possess. It is, so to speak, the bread and butter of existence. Every human interest, whether financial or philanthropic, is concerned in it. It is the *business aspect* thereof, however, that we propose chiefly to consider at present.

The tide of COMMERCE, the development of INDUSTRY,

the concentration and distribution of material WEALTH and POLITICAL POWER, the independence and union of the states, the freedom and comfort of their people, are all considerations under the subject here presented.

We do not project plans nor ask from you energy or the assuming of responsibility in the prosecution of a great work. We are here, not to show you what can and should be done, but to observe what has been, is being, and will be *as a necessity* under the conditions which exist.

The plans are already laid by a greater than human genius and the work is being directed by a greater than human skill. It remains for us to discover the plans, to advantageously occupy the positions and use the materials so beneficently placed at our disposal, in order that we may escape the delays and losses which result from misdirected enterprise. True success is not merely procrastinated or hindered by a misguided effort or investment; it is often defeated thereby. A thousand dollars wisely invested, is worth more to the individual and to the world, than a million wrongly used.

The mistakes of ignorance are more numerous than the individuals who deplore them; and what is true of a person is also true of a people.

Causes will bring their consequences. Whether these be to our advantage or otherwise, depends upon our observance of natural laws. Truth is independent of human preferences, and to announce a theory is not to advocate a policy. Do not, therefore, understand me as pleading a cause, but rather as pointing to a consequence.

The plans of Nature are the purposes of God; and these it is always safe to follow. Any theory consistent therewith, it is unwise to disregard and folly to denounce.

A nation is an amplified man. As the child is father to the man, and as the physical organism is an index of the mental and moral nature in a human being; so is this country,—still in its adolescence,—the parent of its future, and *its physical qualities determine the character of the civilization which it is to contain* and the influence it will exert. Its form is established, and its development sufficiently advanced to give a clear conception of its future being. Its Anatomy and Physiology afford a most interesting subject for practical study and speculation.

The North American continent, by its geographical position, commercial advantages, and favorable conditions of soil, climate, and the various elements of life, prosperity, and peace, is unquestionably destined to support the most independent and powerful nation on earth, composed of a people the happiest, wisest, and most free.

Its latent wealth exceeds the belief, if not the ambition, of the wildest schemers, and the millionaires of to-day are but pigmies compared to the financial giants of the future, while the comforts of the masses, now superior to those of all others in the world, are far below the pleasures ultimately to be enjoyed in this paradise of the people which is destined to become superlatively

productive in all the essentials of happiness, the greatest repository of material wealth, literature and art, with incomparable laboratories of science and schools of philosophy, and the most extensive field for the operations of labor and enterprise; while the resources of every country on the globe will be laid under peaceful contribution to augment our wealth, to be returned in like benefactions through American commerce.

The entire acreage of our productive soil will be cultivated, our valuable mines developed, and all facilities employed in manufacturing industry, creating goods of every grade of both utility and ornament, making this land the repository of every comfort, the storehouse of luxury and the home of transcendent beauty.

Its resources of sustenance and trade are ample for a population of more than twenty times its present number which it will, without doubt, ultimately contain. Nor is this condition very far in the eventful future. If in a hundred years* we have grown from three millions of people to fifty millions, under circumstances of great disadvantage, will not the lapse of another century bring with it a near approach of our fulfilled prophecy? The strength we have gathered and the instruments of progress at our command, will carry us within the mentioned time, far beyond the reach of popular estimate. A part of the present generation will live to see the greatness we predict well on its way, while the vast future is before us with its grand pro-

* Written for the Centennial, 1876.

cesses which are now taking shape. Our nation is in the morning of its day. The sun has arisen and is ascending towards the zenith. What of its noon-tide glory,—its decline?

Oh, could we but peer into the coming ages, what magnificent changes and scenes of grandeur would be presented! As we cannot lift the veil, let us discover what we may by looking through it. If the view we here take appears indistinct, we may be sure that a clearer one would not show a less hopeful prospect. Let us for a moment examine the bases for these conclusions and see if the picture be overdrawn.

Commanding the broad sweep of both oceans, we can successfully compete with all countries for the commerce of the world. We are not menaced by other nations; for the Atlantic and Pacific roll between us and any formidable military power. Thus protected on either side by a gulf so broad and deep as to be practically impassable by armies in sufficient numbers to give them hope or us fear of successful invasion; we have no cause for apprehension of any demonstrations which jealous or ambitious despots can make against us.

Thus, these ocean wastes, while highways of civilizing commerce and peaceful intercourse, are means of defense against incursions by barbarous and brutalizing war; and the only land approaches between us and the old world are effective barriers to conquering hosts on account of distance and frost in the Arctic regions.

The Isthmus of Panama on the south, as the ice-bound zone on the north, forbids a combination between

the navies of our opposite neighbors in the event of a war against the world.* Instead of being on a one-sided half of the continent, and contending with an alien rival for supremacy, we hold the position favored in all respects, with our neighbors on either side widely separated and hopelessly divided socially as well as geographically, beyond the power to combine for conquest or embarrassment.

Thus, Nature provides us, free from cost or care, defenses far better than standing armies.

If the order of Nature is an index of that which is to be, certainly the physical aspects of this continent as well as its historical relations with the East, are sublime intimations of the will of Providence.

The fertility of its soil, the favorableness of its position, the grandeur of its form, and the extent of its spaces, seem to have prepared it for the vastest and most powerful association of men on earth. Already it has become to all nations the land of the future—the central flower of the terrestrial globe.

Scientific invention and settlement in America are coeval and coincident. Here genius is indigenous. The field was reserved until the fullness of time when intellect had advanced to a condition fit for successful occupation of the country which could then be improved and embellished unhindered by creed or craft—unobstructed by ambition, ignorance, and concomitant evils so fatal to progress and human welfare.

* Should the Isthmus be divided by a ship canal uniting the two oceans, the United States will be able to control it.

To enjoy the animating spirit of such an age as this, flushed with the triumphs of mind over matter, of truth over error, of liberty over tyranny, and intelligence over prejudice; to live in such a country while in its youthful vigor and the fresh bloom of its unfolding beauty; to partake of its energies, to share in its blessings and *forecast its glorious future*,—is a privilege too grand for tongue to express or pen describe. What an incentive to live,—truly, virtuously, manfully!

Our gratitude for these favors can best be shown by a *practical appreciation* of them, a manifest zeal for their continuance, and the bestowal of their blessings upon the greatest possible number of our fellow beings.

We may labor for this and be demonstrative in our gratitude, and still with a laudable desire pursue our studies for opportunities of higher benefits and the means of their perpetuity. To aid us in this we may draw much from recorded experience; but history is too voluminous for extensive reference here; besides, it is extant in elaborate print and may be consulted at any time.

Some brief allusions must serve the present purpose enough to show that our theory is supported by facts as well as by philosophy, and that it is consistent with UNIVERSAL LAW which, in its operations, we may interpret as Divine purpose or otherwise, according to our peculiar theisms. This will also give a world-wide scope to the matter in hand, and may help to form important conclusions on kindred subjects relating to other countries. This country and its future is *our*

theme. The present is the base from which the future must rise, and hence commands attention.

“Faith in perpetual progression is the creed of virtue.”

“From all the premises furnished by experience and the fullest assurance of faith, we must infer that this continent, ruled by the republic now occupying its centre and eventually to embrace its entire area, is destined to garner the selected seed from antecedent harvests that it may sow world-wide the germs of universal worth.”

“If we inquire as to the origin, area and destiny of human progress, it will be found that Asia was its place of beginning, Europe its intermediate track, and America its manifest goal.”

“In the unpausing advance of humanity in its pre-determined career, the material future of this country will be grand, its mental future sublime, its moral future glorious.”*

Many reforms now pending will then have exceeded the present expectation of their advocates; while excrescences of so-called reform, with their projectors, will have been extinguished. The dross discarded; the genuine, crystalized, refined, coined, accepted and established;—how superior to the crude of to-day!

* The above quotations from the writings of that profound scholar, able teacher and eminent divine—E. L. Magoon, D. D.—are given in support of the views here expressed, which, but for the prominence of that author, might seem extravagant concerning the future greatness of this country and the social order which will be established in the zenith of its glory. Elias Lyman Magoon deceased at Philadelphia, November 25, 1886.

Then indeed will those who may stand as orators to celebrate our Nation's birth, or Centennial Anniversaries ;

“ Look round on a virtuous and happy people ;”

“ Zealous, yet modest ; innocent, though free ;

“ Patient of toil ; serene amidst alarms ;

“ Inflexible in faith, invincible in arms.”

The higher phases of our development are, for the most part, at present deferred, not because they are less important, but because it is Nature's rule in the order of progression, to first develop the physical—the tangible. This first addresses itself to our observation, first awakens our interests, falls quickest within the scope of our comprehension, and will prepare the way for those loftier topics which are to crown our civilization and exalt our mission as a free people. It is through the power of a superior enlightenment rather than by military force, that the people of the United States of America will yet extend their peaceful sway over the whole earth. This can hardly be doubted by any who have considered our advantages and the instrumentalities by which future victories are to be achieved. The extent to which these instrumentalities will be at the command of Americans may be easily estimated as greatly in our favor, by a comparison between this and other countries where long established institutions and customs prevail, with a strong opposition to changes and innovations. The progressive elements of those peoples emigrate, and representing all nationalities, bring hither ideas and materials which by comparison

of merits, give to the whole, opportunities for valuable selections; or, by combining, evolve new thoughts and produce new commodities superior to all originals. So all the vital excellencies developed and superseded through periods of invention and construction, will become resuscitated and unified upon this continent. In this way the genius of the world is practically laid under contribution to that of America, and the conservation of each for the good of all is no insignificant part of America's work. The stimulus of rivalry is thus made active, and a desire for the newest and best continues to grow. Invention creates a demand for its own productions by suggesting new uses for them, whereby America becomes the greatest patron of her own creations and, at the same time, the best market for everything novel from abroad.

As facilities for producing are increased and more work is done by fewer hands, thereby cheapening commodities and eliminating labor; invention extends to the creation of other kinds of goods. New forms and increased varieties give rise to greater demands, enlarging the sphere of industry while adding to the comforts and luxuries of life. Thus the labor problem is being self-solved.

Ideas are generative, and a real conception in a fertile brain is a guaranteed progenitor of a thousand thoughts. So, new ideas in education and ethics also find among Americans at once the readiest champions and the keenest critics. The friction of mind brings the fire of thought, and America with her great diversity of

intellects is the best place in the world to analyze theories and doctrines. Hence, this is the great exchange mart for thoughts as well as things, and the best headquarters for all improvements.

One invention leads to another and their various uses become schools of application. The process is cumulative; so, while the United States is regarded as a fountain of inventive genius, it is also becoming noted for its constructive skill, both of which are productive of the facilities for spreading abroad a knowledge of their various uses.

These added to the already existing means for conveying implements and intelligence, enable us to send them throughout the world almost at the instant of their creation. With what speed from the centre to either shore, and what dispatch thence across to the islands and countries beyond, the products of our soil and brains are conveyed to comfort and elevate humanity everywhere.

The means of spreading our influence are at once numerous and prolific. The occurrences of to-day appear in print throughout the world to-morrow. Millions of letters from immigrants to foreign friends, American travelers abroad and foreign travelers in this country returning to their homes, all disseminating a knowledge of the ideas and actions in America, are scattering the seeds of Christianity and liberality to remotest lands.

Our means of rapid transit and quick intelligence facilitate the management of a large country under one

government, as could not have been done in earlier centuries. Railroads and telegraphs are elements of unity, and render practicable the control of a whole continent from one capital.

The growth of our country will, for some time to come, be characterized by vast changes in relation as well as of condition and circumstance. There will be much, not only of transition, but of transposition.

Prominence, influence, and importance, are in a measure migratory. New localities are constantly gaining upon old ones. The centre of population is traveling and the channels of commerce are shifting or extending, as the stream of immigration pushes its way into new fields of habitation and industry; but they will ultimately settle where they must with approximate permanency remain.

The vastness of our present national domain and its probable extension over the whole continent, lead both the curious and the enterprising to inquire,—*what portion is provided by nature with the largest number and the highest order of advantages of human life and comfort, and the best facilities for business?* For, if these elements of civilization are combined in one region more than another, there will population, wealth, and political power, concentrate; drawing around them the means of enjoyment and of satisfying human ambition; *there will values most increase*,—Art and Education be best fostered.

Our broad area with its great variety of soils, climates and productions, is accommodated to all tastes and con-

ditions of people. There are many sections widely distributed, which are destined to become scenes of activity, prosperity and magnificence. Many new cities will rise and rival the old and established centres of trade. Some of them will be widely separated and, as in the case of New York and San Francisco, may become rivals without being injuriously competitive.

City and village population will gain upon the agricultural, for the reason that machinery is eliminating hand-labor on farms, while it calls for more extensive manufacture to produce, not only the machinery, but a vast amount of other commodities demanded by the higher grades of civilization. Even fences, now, are city-made and sold to farmers. At the same time cities are becoming less crowded, and are spread over larger areas than formerly,—thanks to rapid transit and suburban methods. Sanitary knowledge and appliances will bar out contagious and other diseases, while a better acquaintance with the laws of life will ere long teach people to abstain from using tobacco, fermentations, distillations, and drug medicines; and less, and less it will be said that “My people are destroyed for lack of knowledge.” The havoc of war will also cease to destroy our best stock of men and lay waste cities and homes. Thereby property will be saved from wanton spoliation, and population will not only increase, but improve by better hereditation.

But while the centres of commerce and manufacture will be numerous, a few are destined to surpass the many, and one or two must become superior to any of

the rest. These will stand at those points which, more than any others, possess the elements of success; *where geographical position, local advantages, and means of intercourse, are best combined for a permanent centralizing of commerce and for serving the interests of the whole country.*

To point out these sections and localities and to give reasons for the conclusions arrived at, is one aim of these discourses.

While undertaking to show by incontrovertible evidence based on positive facts, the future greatness and relative superiority of a central region, we shall not under-estimate the full significance of the surrounding margin; and especially the vast group of states lying along our eastern coast, as also its counter-group ranging upon the western limits, known as the Atlantic and the Pacific slopes.

The blooming South and the vigorous North are not to be ignored; but on the contrary, must receive as they deserve, an estimate showing that they are to cut no mean figure in the great drama of American civilization,—*that civilization* which is to be wrought out upon this continent so admirably selected and so well arranged for the consummation of human progress, perfection and beauty.

It is a bold plan, conceived in infinite wisdom, carried forward upon a stupendous scale, fraught with incidents of thrilling interest, and leading to the grandest triumphs.

We cannot estimate the future growth of our sections

or cities by the standard of experience alone, for many of our precedents in both commerce and manufacture are arbitrary, and will not remain under more normal and improved conditions.

The past is to some extent a criterion for the future, and teaches many lessons of great value. Alone, however, it is an unsafe guide, and leads to ruinous mistakes.

The failures which have befallen others are finger-points of caution to us, but the causes which led to them are not always to be shunned in entering upon new undertakings. The lamp of experience throws its light in but one direction—backwards. In its reflection we clearly see the tortuous path we have trod; and seen by it only, the future is quite as indirect and uncertain. But the Sun of Science has arisen, and throwing its lucid beams along our future, makes plain the way.

Comparatively few men are liberal enough to admit the truth of any theory or philosophy which conflicts with their preconceived opinions or seems to militate against their interests.

Precedents in business like preconceived notions in philosophy or confirmed social habits are tenacious of their hold. The inborn attachment to places of nativity, faith in ancestral wisdom, in the stability of existing institutions, and in the abiding pre-eminence of the now dominant sections and cities, all tend to form prejudices in favor of long settled regions as the homes of security and comfort, and against untried localities.

Hence comes the idea long held, still entertained, and to be reluctantly surrendered; that the commercial supremacy of the Atlantic states is to be maintained, with New York city as the financial centre of the continent, and ultimately of the world.

In the colonization of new countries the first settlements and cities are necessarily located upon the borders; these being first reached, most easily defended from attacks by natives, and convenient for obtaining provisions and other goods until the colonists are able to produce for themselves. As these settlements extend toward the interior, the trade centres incline to follow the centres of population, so far as permitted by transportation facilities for the interchange of commodities at home and exchanges abroad. New countries are for a long time dependent on older ones for manufactured wares, and as a market for the sale of surplus agricultural and other products known as raw materials, and therefore for most of their commerce. The manufactures of a country do not cut a prominent figure in the early stages of its development.

These facts are eminently true of the North American colonies whose progress was made through severe trials and under great difficulties of antagonism and oppression. Hence their commerce thrived chiefly by exports and imports, and as commerce made their cities, these grew upon or near the Atlantic shore and, as a consequence, the Atlantic states take precedence in population

and the accumulation of wealth, with an assurance of being so maintained until wider and more fertile fields are developed. Providential or not, necessity drove our ancestors to the uninviting shores of New England before the natural gardens of the great inland valleys were known to civilization, or by the agency of invention had been rendered accessible and furnished with means of protection to settlers in the midst of a savage foe.

Where communities, trade, and manufactures, are once established, localities often retain their importance longer than they would but for the losses attending sudden changes by removal. This is very well, for healthful transitions are generally gradual while violence is apt to be destructive. On the contrary, when the power of precedence takes morbid hold on the convictions, serious losses are incurred by clinging obstinately to old ideas. The commerce of New York and the manufactures of New England could not be immediately transferred to other sections without serious loss. It is not necessary that they be transferred at all in order to fulfil the conditions of our development as here predicted; but in the aggregate growth of industry and trade which are sure to keep abreast of our increase of population, the ratio of development will be so largely in favor of the *interior*, that the GREAT CENTRAL REGION will far outstrip its ancestral east in most of the enterprises, activities, and accomplishments of life.

If we were always to depend upon foreign countries for our fabrics, and upon the exportation of food and

unwrought materials for our balance of trade; or, if the Eastern States were better adapted by situation and otherwise than the Interior, for their production, the transfer of commercial supremacy from seaboard to center might well be considered a question of truth rather than of time; but we shall show the reverse of these conditions.

This continent, for a hundred years, was occupied by civilized races but little beyond the territory of the so-called Original States where fabrics, tools, machinery, and even simple articles of food at first had to be imported.

As the country became peopled and productive and began to take on the form of government, assuming the direction of its own affairs, *diversified industries* became *essential to its prosperity and independence, and to its distinct national existence*. Manufacturing towns and cities sprung up, new lines and improved means of communication were opened, and thenceforward changes took place in all of its processes, until it has become noted for its internal improvements and its enterprises. Exports and imports continue to increase, but they lose in *relative* importance, being surpassed by home exchanges which have come to constitute its principal traffic.

As the whole country becomes populated, economy as well as due respect for the *rights and interests of all sections of the commonwealth, requires that the location of its COMMERCIAL CAPITALS and the SEAT OF GOVERNMENT be as GEOGRAPHICALLY CENTRAL AS*

PRACTICABLE, *considering the unequal densities of its population, the importance of local interests, eligibility of site, conformation of country, feasibility of communication with all portions thereof, and the character of its industries with reference to both its domestic and foreign trade.*

With increase in population and wealth, the wants of a people grow along with their abilities. Demand is therefore the foundation of both industry and trade, and we have only to consider the extent of this demand in creating the commerce and manufactures of the United States up to this time, in order to form some idea of our country's future development under their influence.

Our imports and manufactures, extensive as they both are, have only furnished the trade of a people whose wants were moderate and numbers comparatively small. Beginning with the bare necessities of a few provincial colonies, and growing as they increased in population with improved conditions and tastes to fifty millions,* they have given rise through unparalleled development to the evidences of commercial greatness which we now behold on every hand.

If this great prosperity, these comforts and conveniences, these displays of intelligence, genius, and skill; these populous cities busy with active life, this great maritime trade and these extensive inland highways, natural and artificial, aggregating 150,000 miles in length, are the fruits of labor and enterprise spring-

* Written for Centennial year, 1876.

ing in so short a time from an origin of poverty and weakness, through hardship, toil, and suffering, to national independence, respectability and greatness before the world ; what may we not expect in wealth, influence, and moral grandeur in the near future when our population shall have doubled? What, when it shall have increased ten-fold?

What may we not hope for in remoter years as the boon of those for whom we now toil—for posterity? With an inheritance such as never yet fell to any people, they will (if our duty be well performed) rejoice in a country *embracing the whole continent and containing, not fifty millions, but five hundred millions, perhaps a thousand millions* of ingenious and educated citizens, borne onward in a light which proceeds from forty centuries of experience, intensified by advanced science, harmonized by a perfect philosophy, and purified by a true religion, all blending under the auspices of a free government administering wholesome laws to an obedient people—imbued with a lofty patriotism and skilled in the arts of peace.

How unlike the past will be the aspect of affairs when the extent of our commerce and the growth of our industries shall reverse the order of trade ; when raw materials and the necessities of life shall find an ample market here, and, in their stead, manufactured goods shall furnish our chief exports, besides meeting all wants at home, unequalled as these will become through the progress of civilization and the demands of luxury ; when the United States, instead of borrowing capital

from abroad, will have enough to supply every local demand and an abundance for use in foreign countries, especially for the extension of our influence and commerce over the Pacific Ocean and throughout Eastern Asia, and the wide fields that exist for the development of American enterprise, from Australia to Japan and from Tahiti to Hindostan. In that part of the world is a vast population waiting for foreign trade, besides material resources of boundless extent to be developed. The commanding position we hold and the advantages offered by our western sea-board, give into the hands of Americans the control of the greater part of that heretofore eastern, but now western trade.

Our most speculative dreams have never approximated the magnitude of our future commerce in this direction, and the flood of wealth it will pour across the Pacific into the lap of America,—adding greatly to her cities, enriching her merchants and capitalists, and furnishing profitable employment of every kind for the American people. However important it may become and to whatever extent it may grow, the case is clear that so far as maritime commerce is concerned, our Pacific, rather than our Atlantic cities, will have the direct benefit. Already this traffic is considerable, and it is by no means extravagant to suppose that it may yet grow to exceed in value our similar relations with Europe.

The more alike the inhabitants and employments of different countries, the stronger is their competition in fabrics and other products, and therefore, the less their mutual exchanges; while the wider the difference

between peoples and productions, the larger their exchanges and consequently their commerce. So that our trade with Asia will evidently increase, while with Europe it is destined, relatively, to decline. In such a case, who will say that our Atlantic cities will not find themselves outrivalled by Pacific ports, or that New York will always be superior to San Francisco? May not the magnificent harbor, fine lumber, inexhaustible fisheries, and nearer proximity to Trans-Pacific shores, besides numerous other advantages, yet demand a city at Puget Sound surpassing either of the others in magnitude and importance? But of this farther on.

There is another fact of too much importance to pass unnoticed. Our principal mining interests, so far as the precious metals are concerned, are nearer to these cities and more likely to contribute to their wealth than to cities of the East. This is an interest which will capitalize itself by its world-wide recognition of value and the insatiable demands of all nations. It possesses the power of self-augmentation to a degree limited only by the supply of material which is practically exhaustless in this region and eastward to the rocky range. Still in its infancy, it has already set the world agog with its immense yield and still greater promises. As a means of national power it may yet prove to be second only to agriculture. *Husbandry, the acknowledged source of our strength and foundation of our prosperity, has for its principal field of operations, the broad area lying between the Allegheny and the Rocky Mountains, which is planned by nature on the most magnificent scale of any*

in the world. IT IS THE GREAT CORNUCOPIA FROM WHICH NO SECTION OF THE COUNTRY CAN AFFORD TO SEPARATE OR BE CUT OFF.

Necessity and desire are the ruling incentives of our nature. Food is man's first necessity, and gold the chief symbol of his desires and object of his acquisition. Existence and avarice are the spurs of his energy. Hence, the productive soil and the yielding mine are his most valued possessions. Constrained by the strongest incentives of his nature, man ever clings with unyielding grasp to these two objects of his intensest zeal.

The vaults of the mountains and the valley of the Mississippi, occupying adjacent sections of our domain, and central in position, are the pillars of strength to our national unity. Existing in richest abundance at appropriate distances and in the best positions between the Atlantic and Pacific shores, they seem designed by Providence as Union ties welded in common interest—that most tenacious of human forces, stronger than armies and more impregnable than fortresses—sustaining the grand fabric of freedom against any strain which can be brought to bear by the satanic policy of corrupt men in their wicked attempts to break this nation into fragments. Nowhere else on the globe is there a country so well planned for permanence and power.

It possesses every requirement for sustaining the largest number of people of any nation in the most absolute independence, and at the same time is so cir-

cumstanced as to afford the best facilities for intercourse with all the world. It has no dividing barriers. On the contrary our mountain ranges and inland seas are so distributed and arranged as to combine the whole into a unit,—forming a strong compact. The elevations so necessary to irrigation and drainage, instead of occupying the middle of the continent and separating the country into two or more political divisions with great slopes descending from the centre outwards, giving rise to destructive floods, are distributive in their effect on rain falls, being disposed in separate ranges like bulwarks of defense on either side of an interjacent plain which forms the great bosom of our country.

Our chain of lakes, while centrally and conveniently located, instead of stretching as broad waters from border to border like a far-reaching sea, parting the continent in twain, is mostly folded into a cluster of links of gigantic proportions, magnificent in repose, like arms of Power in the lap of Peace; yet so disposed as to afford navigable communication between distant parts of the interior, and in such a manner as to unite, not separate the sections reached—to promote combination, not dissolution; symbolizing our states, which, though distinct yet united, are many in one,—and that *inseparable*.

This cluster though in a body combined, is still not confined, for one or two links with their connections and continuations* forming a strong arm of majestic length,

* Lower Lakes with Niagara and St. Lawrence Rivers.

are so extended as to grasp the sea and render the whole more complete by connecting the great internal commerce for which they seem to have been chiefly designed, with that of the external world, and in just that direction which serves at once our needy section, the New England States, as also dependent Europe. At the same time it relieves our field of abundance from the embarrassing danger of being excluded from foreign markets by a blockade of that great thoroughfare which leads to the gulf; thereby saving our nation from the ruinous disaster of having her richest states which occupy this vast interior, coerced into measures dishonorable and disloyal.

What a display of foresight, of infinite wisdom and comprehensive design in the Creator, was the completion of a plan whereby the centre of this broad field of superlative richness is approached by the navigable waters of the *only two grand highways* of internal commerce, essentially opposite in character, flowing in different directions to the ocean, through countries and climates peculiarly unlike, to people of adverse tastes and characteristics and of dissimilar pursuits, while to the world the same ends are served, the same wants supplied!

Thus, foreign nations are placed in an attitude of comparative indifference, and "stand in pause," which is to us the best guarantee of neutrality, when the inharmonious views and discordant tastes, incident to varying conditions, threaten a disruption between those sections which hold the *extremes* of these commercial outlets;—to be reconciled only through their *means* by the arbi-

tration of either interest or enforcement held amply in reserve around the points of their approximation.

The Great Interior will never yield her right of free access to the ocean by either route; and in order to maintain it, there must be political union between herself and the sections through which they pass. She cannot divide herself nor can she sustain harmonious relations with both of them unless they are on terms of peace with each other. Their differences at times may culminate in open conflict, as has already happened, but the success of either will depend upon the *Great Centre*. To whichever side she gives her support, the other must succumb.

“It is no longer pertinent for a little northerner or a little southerner to talk about dividing this Union. Great westerners spring to their feet in predominating millions crying,—‘No, you shall not divide.’” Whether in political contests or military strife, this will be the result between the northern and the southern or the Atlantic and Pacific, or any border section with another. Hence, the Upper Mississippi Valley holds in her giant grasp the destiny of this nation, and through it the liberties of mankind. She may be appropriately styled: *The valley of decision*.

Heaven grant that her vigilance may be unceasing, her discernment acute, her patriotism ardent, her decisions right, her courage firm, her actions prompt—that with faith inflexible, hope eternal, and charity universal, her arm may be ever ready to strike in defense of *the Union*, *the Union's flag*, and **EQUALITY BEFORE THE LAW**.

It is remarkable that we have no transverse ranges of mountains; but that a valley of uninterrupted fertility stretches from the Arctic Circle nearly to the Tropic of Cancer, showing nature's plan for free intercourse between latitudes throughout the whole length of the continent. Nowhere has she marked out national divisions within our continental borders or furnished cause for political separations.

Unlike the physical structure of Asia and Europe where mountain ranges, river-courses, extensive deserts and inland seas, tend to distribute rather than concentrate; where, as a natural sequence, division rather than union is made the rule with states; our mountain ranges—which in other positions might serve as excuses,—are distributed in lines so near the coast that the exterior lands which stretch along their base, like the outer courts of a great temple, are proportionately so narrow, that notwithstanding their amplitude because of great length, they are nowhere proportioned, in no wise situated, nor in any respect so adapted as to render in any portion of them a separate government practicable. Their exposure without and dependency within, make necessity a virtue which compels to the very course where interest invites. But between the interior and exterior this dependency is mutual, this necessity reciprocal, this interest equal. In means of subsistence and capacities of inhabitation, they compare so remarkably that they may be said to be about equal in area and balanced in power.

The great central section, abounding in resources of food and other elements of strength, is really the breast

of the continent—the source of life and nourishment to the entire system—the great depurating region where the vital currents are renewed and sent to the exterior, bearing the materials which build the tissues in every part. But it is not therefore independent of the margin by which it is environed, any more than the vital region of the animal body is independent of its integuments and limbs. The life of one depends upon the vitality of the other. Notwithstanding that the fountains of strength are contained within, the extremities supply indispensable conditions of health and means of defense.

This is not a union of separate bodies, but of the members of one body wherein each is a part of the whole, and that whole not yet complete. In common with all existence under organic law, and with that instinct which is universal,—“Self-preservation” in our national economy “is the first law of nature,” and is likely always to be well observed. No member of the body can be spared without inconvenience, nor lost without an effort to save.

To cripple a member is to cripple the man. To weaken a state is to enfeeble the nation. A diseased member makes the body sick. Even so a morbid action affects the body politic. Let any diseased portion therefore receive immediate attention and be treated with a decisive remedy, however severe. Likewise, let care be taken to preserve a healthy action in every part, and *equal justice to all* be the cement of our Union.

“All are but parts of one stupendous whole,”
The Continent its body is, and *right* the soul.

This inter-dependence is the strong-hold of our independence—a perpetual compact, more binding than any that comes of Congress or Constitution, and *framed by the hand of nature from the foundation of the world*. Thus we see that as nature has wrought circumstances without, so has she supplied conditions within, which relieves us from the necessity of supporting large standing armies—a dangerous expense so common among other nations.

As our land was created without natural divisions, as our mountain barriers are widely apart and our great waters near and united; so are prejudices dispersed while the blood of all races mingles to form a composite nation. Intercourse obliterates feuds until race is lost in the river of love, while, to secure this desirable end, Science and Art are joined with nature in bringing remotest parts comparatively near through the spanning of time and space by railroad and telegraph.

A profound belief in the Divine-purpose theory of human progress, and its highest perfection to be wrought out under the auspices of enlightened liberty, on a field so well formed for national unity and political harmony as this continent affords, is strongly supported by the fact that, supervening upon the age in which scientific invention was nursed through the infancy of its existence into that age of adolescence when it could take enterprise by the hand and lead it out from the thralldom of despair into the wilderness of hope,—making, not only the movement of the pioneer possible, but his mission practicable,—came the occupation and advances

which, by strides prodigious and perilous, have carried us onward with amazing swiftness through successive stages of revolution and evolution, where freedom has moved against obstructions in every form, away from the ignorance and oppression of darker ages, toward the day of light and reign of right in the era of universal amelioration.

“We are living, we are moving,
In a grand and awful time.”

The political geography of our country is so wisely created, so admirably arranged, so well proportioned; its parts so evenly adjusted and equally poised, that our government, like a perfectly constructed machine, only needs proper care in order to run without friction or the application of force.

If there is any truth in the theory that people are “governed best when governed least,” this country is certainly adapted to its practical demonstration. When properly managed, the machinery is self-lubricating and is automatic in all of its necessary changes. With its demands supplied and the products taken care of, there will be no need of further attention than to see that its bearings are even and true, and that its wheels be not clogged by *foreign matter*. This is a duty which devolves upon every American citizen, and consists of practical and constant attention to the virtue of “ETERNAL VIGILANCE—THE PRICE OF LIBERTY.”

Every true American, whether he be such from ne-

cessity or choice, will guard with jealous care against the aggressions of foreign powers, the aping of foreign aristocracy, the rise of social caste, or the insidious teaching of dogmatic errors.

The history of other nations and their dismemberments are neither criteria nor cause for alarm with reference to us. With national origin, surrounding circumstances, and internal conditions, all different, results cannot be the same. History may seem to have repeated itself when founded upon similar facts. But events of the Old World, under the operations of slow intelligence and a sluggish commerce, under ancient systems of arbitrary rule and other circumstances widely different from these which attend and surround us, furnish no good grounds for dismal apprehensions among enlightened Americans who act under free auspices; where sympathy and interest are inseparable, where unity is fostered by every tendency of creative nature and constructive art, and where every advance in our development strengthens the bands that have grown with our growth from infancy.

There are those who differ from this view. Their ideas may be tainted by contact with those who neither believe in a permanent union between these states, nor wish for it; who oppose nationality and prefer confederation, and may answer these views by declaring that several governments will yet require several national capitals.

Time spent in contemplating such a result is absolutely lost. It is a contingency no more to be appre-

hended than is a reversal of the earth's poles; or, by the loss of gravity, its bursting asunder and separation into several smaller worlds.

As the structure of the globe and the correlation of forces by which its operations are governed, hold it in position and maintain its concrete form, so is the permanency of our national union assured and in keeping with the divine order of its constitution. In the earth there may be quakings and volcanic eruptions, threatening to destroy its form or annihilate its existence; tornadoes may lay waste the creations of years; but the internal forces will subside, the storms will pass by, equilibrium be restored, and our planet still remain constant in its course and its relation to the universe.

So, also, there may be quakings and upheavals in our body politic, exciting fear, and even despair, among the faithless. In the disturbance many may be buried from sight, or lost to remembrance; but calm in confidence and firm in faith, let us not forget that the most valued features of our government, the strongest bonds of our union, and the best guarantees of perpetual freedom, are of *volcanic origin*, as instanced by the Declaration of Independence, the Proclamation of Emancipation, and the latest amendments to the Constitution.

The TREE of LIBERTY becomes more firmly rooted by resisting the winds that would destroy it. Being indigenous to American soil it will thrive in spite of storms or noxious plants. The tempests that beat about our Ship of State serve to keep the crew alert and her rigging in trim.

Said an eminent authority accredited with wisdom,
"Let me make the ballads of a nation, and I care not
who makes its laws."

Longfellow's "Launching of the Ship" has done more
to inspire faith in the permanency of our Union than
any oration or enactment in our history. That portion
addressed to our country as the "Ship of State" should
be committed to memory and often repeated by every
young American.

"Thou too, sail on, O Ship of State!
Sail on, O UNION, strong and great!
Humanity with all its fears,
With all its hopes of future years,
Is hanging breathless on thy fate!
We know what Master laid thy keel,
What Workman wrought thy ribs of steel,
Who made each mast, and sail, and rope,
What anvils rang, what hammers beat,
In what a forge and what a heat
Were shaped the anchors of thy hope!
Fear not each sudden sound and shock,
'Tis of the wave and not the rock;
'Tis but the flapping of the sail,
And not a rent made by the gale!
In spite of rock and tempest's roar,
In spite of false lights on the shore,
Sail on, nor fear to breast the sea!
Our hearts, our hopes, are all with thee,
Our hearts, our hopes, our prayers, our tears,
Our faith triumphant o'er our fears,
Are all with thee,—are all with thee!"

LECTURE II.

New England, with characteristic ingenuity, energy and industry, projecting her enterprise and infusing her spirit into every portion of our domain, elevating the sphere and directing the forces of the other colonies and states, and stamping her individuality upon every feature of material progress, has made the designation of "Yankee" a synonym for genius.

With her growing wealth and permanent character, acquiring stability from other populous sections which she has nursed into existence and fostered through adolescence, she is still to increase in positive strength, but is to fall behind in relative importance. Her seats of learning and repositories of literary and scientific wealth, her accumulations of moneyed capital and facilities for marine commerce, her history and her zeal, will never permit her to sink in practical value to the country, be lost to the memory and gratitude of a free people, nor to darken the annals of true heroism. Respect for her departed heroes and love for her institutions, are not less permanent than the granite which underlies her soil. But she is too gracious to be bigoted, too patriotic to be partisan, too cosmopolitan to be illiberal. Rejoicing in generous rivalry, she not only confesses the merits of other sections, but is sufficiently shrewd and enterprising to participate in the benefits arising from their prosperity by linking her fortunes with theirs as the best guarantee of her own security.

Our safety is in the soil and those who direct its

tillage. Mechanical, manufacturing, and commercial minds, are fuller of schemes and projects. They have more energy, but less stability, usually, than those of agriculturists. Had we been limited to the narrow area of the original thirteen states, the preponderance of a commercial spirit would, probably, have ruined us; but happily the maritime coast around the little East, as extended as it may appear, is vastly exceeded by the widening domain of agriculture which assures the supply of our food and the perpetuity of our national existence.

The broad area and productive soil of New York with her independent population and political strength, may never diminish in any of the qualities which make her great; but she must, ere long, cease to be the Empire State, for a greater than she is coming.

Pennsylvania, the seat of mining and manufacturing industry, and figuratively known as the "Key Stone," is also destined to lose her now merited superiority; for, while she will remain the center of the same arch of which she has so long been a portion, that arch is but an inverted segment of the great circle which is rapidly forming; and Pennsylvania's advantage, instead of resting in her position of keystone, will consist more in her nearness to the *hub* or axis of a great eccentric disk (or wheel) of states. Our circuit is widening and filling, and the change is transforming us from the partial to the complete, where we shall no longer be one-sided in character, but a perfect and well-balanced whole.

Maryland and Virginia, with their political advantage of contiguity to the Capital are, for some time to come,

destined to remain in place though not in power as they have been. The power no longer held, the place must also be yielded; and the states remain, though at a wide remove from the seat of government which is eventually to be transferred from the lap where presidents have been nursed, to a soil where, if it be less "sacred" they are of more indigenous growth, and from whence a grateful people will make pilgrimages to the then antiquated capital, as to a shrine, and renew their patriotic fire in doing honor to the *name* there perpetuated in memorative art.

Centrality of location for our national capital, if not essential, is destined to become an important factor of our *integrity as a UNION*. The verdict may not go forth, but a voice that cannot be stilled will be heard at the birth of the twentieth century.

The Carolinas and their sisters of the gulf, with irretrievable loss of prestige, have reached their lowest depth in the movement which, instead of secession, proved to be a means of progression. In climate, productions and perennial commerce through uncongealed rivers and harbors, with a seaboard of vast extent, they possess many elements of greatness. But while these elements will be utilized and that greatness reached, their *relative* power never can be greater than at present. They have many sources of wealth and of pleasure which, with just and liberal administrations of State governments, will bring to them great accessions of population, and hence of political strength; but during this transition (which, because of unconquered pre-

judices, will be slow,) the more rapid growth of other sections will so precede the South in development, that her former supremacy will never be reached, notwithstanding the probable acquisition of a part or all of Mexico; for neither are these nor the adjacent territories lying in the latitudes of the Gulf States, adapted to the density of population which will gather along the more northern belts.

The zone which embraces Arizona with all of its grazing and mining wealth, can never keep pace with the more invigorating climate of our northwestern border. The cattle-herds and cotton-harvests of Texas, with resources vast in proportion as her immense area, may bring to her wealth adequate for an empire, and fill with prosperous people several future states within her present boundary. Mexico may add its mineral mountains peopled with miners and men of all occupations incident to that tropical and fruitful member of the realm; but as strong a limb of this realm as Mexico may become, it can never be more than a limb.

No thinking mind with a moderate degree of foresight can entertain a reasonable doubt that the Pacific Slope has before it a career of surpassing grandeur. Its various minerals and diversified vegetation, rich in abundance, and meeting every want, correspond with the wealth of India and other countries whose shores are laved by the same ocean; and whose many millions of toiling inhabitants, with acknowledged skill in the production of beautiful and costly fabrics, as also many

other luxuries of life, will yet find their readiest access to the markets of the world through its golden gates. It is not chimerical to say that the foreign trade of this vast seaboard may yet rival that of the Atlantic coast, and that the population and wealth of our whole country to-day, does not, by several times its aggregate, equal the coming realities of this land where *Empire* in its *westward march*, will pause and gather strength for vaster strides than she has yet achieved.

To the West it was for a long time westward ; but to the East it is now eastward, and therefore becomes the source of wisdom to peoples who have persistently shut their eyes against the light, because it came in an unnatural direction,—from the West. Hence, from the eastern shore of the world's grandest ocean must radiate *that light* which is to work out the conversion of the ancient East, "whose yellow races remain still in the dawn,—the sun of civilization never having risen sufficiently high above them to give vital growth to any product they have either invented or received."

Prejudices are the most formidable obstacles to progress, and with the growth of centuries become too deeply rooted for easy dislodgment.

Throughout historic time, the West where light is daily seen to vanish, has been regarded with distrust and even contempt, as the intellectual Nazareth from which no good can come. Light breaks in the East, and men taught by nature, have learned to look for it only in the direction of the rising sun. Thus the gates of China and Japan were barred against foreign intercourse and inno-

vations until they beheld upon our western shores the gleams of a superior civilization.*

With their wide range of latitudes suited to immigrants from every portion of the globe, and with their immense variety of resources, the Pacific States are destined to rival in power and importance those of the Atlantic slope, notwithstanding the great advantages possessed by the latter in time and precedent. These two sections of our country are, by virtue of their antipodal relations to each other, so diverse in their essential aspects, characteristics, and relations, that they never can become injurious competitors. Their features of dissimilarity embrace many facts other than peculiarities of climate and resources.

As opposite poles of a battery possessing similar qualities and equivalent powers—but, for the reason that the current while moving in the same *general*, takes opposite *relative* directions,—are really dissimilar with functions radically different, so are the relations of the Atlantic and Pacific States. Facing in opposite directions, their mission is as diverse as their origin was unlike. The first was colonized by Christian pilgrims driven by persecution from a cruel country across an

*The first American expedition, under Commodore Perry, U. S. N., reached Yeddo in July, 1853. By his determined boldness, he induced the Japanese government to change its policy of exclusion which, up to that time had continued for hundreds of years. On March 23d, of the following year, a treaty of commerce was concluded between the United States and Japan. This was the first step in her progress which is one of the marvels of the nineteenth century.

ocean waste to an inhospitable and repellant shore, to suffer that liberty might survive. The other was occupied by speculative adventurers drawn from homes of hospitality and religious freedom, over a continent abounding in beauty, to an inviting clime in search of wealth. Their incentives were, on the one hand, a more liberal religious faith; on the other, the greed of gold. If motive is a criterion of character, and if a state is moulded by its original occupants, it is not difficult to see in these relations, a cause of social contrast as wide as the longitudes between Massachusetts and California.

One, after long experiences in severe hardship and protracted toil, secured by force, through a terrible and revolutionary conflict, a recognized independence. The other, under the nurturing care of that independence, springs into existence as if by magic, and startles the world with its civilized presence. One lives in retrospect, the other in prospect. One meditates on the past, the other prognosticates the future. While the people of one section are seeking for authentic traces of their origin, those of the other are forecasting their destiny. The one in fear and self-defense fought to repel invasion; the other in hope, with aggressive spirit, will carry conquest abroad. What one achieved by war, the other will accomplish by peace;—civil and religious liberty.

One sees across the water eastward in the light of history and present intercourse, a kindred people similar in appearance and habits, and allied by paternity, sym-

pathy, and common interest. The other looks westward beyond the sea and beholds a race strange and dissimilar in every aspect of their natures; their complexion, clothing, habits, and religious faiths, all different; scarcely anything to indicate a common humanity. One beholds in the East the source of her civilization, the other discovers in the West the fields of her mission in conveying that civilization to other races.

Having alluded to the effect of character upon country, it may be well to glance at some of the reflex influences of country upon character, and observe how opposite are the climatic and other agencies at work on the people of the two respective sections under consideration. The one beholds the coming of the orb of day across the heaving billows of the tempestuous Atlantic; the other watches the departure of its lingering beams upon the placid waters of the calm Pacific. By reason of their opposite inclines, one slope receives the sun's most direct rays in the morning, the other in the latter part of the day. The prevailing winds blow from the West. On the Pacific coast they come fresh from ocean's widest waste, unladen with either the miasma of swamps, the balm of prairie flowers or of inland forests. Reverse influences operate in our eastern section under the same western breezes. Winds are powerful modifiers of health, and hence, of disposition. Apparently slight causes, such as observations and occurrences, if constant and continuous will, in the course of a few generations, perceptibly crystallize character.

The aspects of a country with its forests, coasts,

direction of winds, variety of weather in different seasons, &c., all make conditions which in these portions of our country not only show present opposing aspects of existence, but in course of time will show how conditions create qualities. Even race distinction is in large measure, an outgrowth of the above named and other modifying influences. Peculiarities originating in hereditary transmission, though greatly diversified in a heterogeneous population will, under the constant and long continued operation of like causes, by mixture of races and fixedness of habitation, produce characteristics which go to make up a class.

Toil, privation, freedom, and faith, have, in a few generations, given to the energetic Yankee, lineaments of character which denote his nativity and, in a measure, decide his destiny. We may readily suppose that marked distinctions between him and the inhabitants of the Pacific shores, three thousand miles distant, will exist a hundred years hence, notwithstanding the facilities for ready intelligence and rapid intercourse, which will be afforded by greatly improved methods having a tendency to universalize mankind, and render it more homogeneous.

The people of that time, living on the western slope of the continent, representing a larger number of nationalities and inheriting a greater variety of ancestral proclivities than any other country on the globe, will have taken up their abode there from similarity of choice, and thus by the quick process of natural selection will have brought together homogeneous tastes with

diversified faculties existing in different types. This will give like peculiarities, already vital enough to have inserted themselves into widely varying natures, an opportunity under circumstances of more vigorous growth, to develop into traits through the slower process of generation. Thereby a mixture of races, with other modifying causes growing out of contingencies unmentioned here, will result in the creation of characters new and unique. What social, political, and commercial peculiarities are to be evolved from the conditions and circumstances which surround these people, we leave chiefly to the speculative conjectures of ethnological and anthropological science.

We may observe, however, that as labor liberally rewarded is promotive of patriotism and purity; as industry and its incentives are accompanied by honesty and sobriety, and lead away from the vices which stunted compensation or opulent idleness always breeds; as arbitrary and oppressive forms of government produce selfish and domineering dispositions in the governed; as circumscribed situations contract men's views and narrow their minds, whereas generous surroundings foster liberality of thought and conduct; as beauty beheld and enjoyments hoped for, beget happy dispositions and refined manners;—the fact that the Pacific States were originated and organized by an industrious and enterprising people, that their labor is bountifully rewarded by the generous earth, that the temper is softened and health invigorated by a mild and salubrious climate where pleasing prospects and a hopeful future combine

to modify the manners of men, inspiring them with lofty ambition and love of country; is a strong intimation that generosity, integrity, and patriotism, will there be accompanied by diversified capacities and culminate in the grandest accomplishments.

With this brief allusion to the East, South, and West, to all of which we shall again recur, let us proceed to say a few words concerning the extensive North.

Stretching away into the regions of perpetual snow there lies between scarcely habitable latitudes and our present boundary, immense fields of latent wealth in forests of timber, mines of ore, and fertile soil, awaiting the enterprise of pioneers.

Protected by its own vastitude from pillage, it will in due time, by the hand of energy and the application of skill, respond to the wants of a great commerce; and in yielding up its wealth, this immense region will enrich itself in turn by the acquisition of a hardy and industrious population. A howling wilderness will thus be converted into the haunts of civilization, and a large portion of its virgin soil be made to bring forth in abundance.

It may here be asked: What have we to do with foreign possessions in estimating the magnitude of our own country and the future of its people? We answer that this is a prognostication founded upon reasonable conclusions which are, that,—*Alaska being already ours, it remains simply a question of time when the entire Dominion of Canada will belong to the United States.*

Until this be accomplished, our country is unbalanced and incomplete. Without Mexico we still have a southern slope, and hence a southern section. Not so on the north without British America. As now bounded, the United States has no northern slope, and practically no northern section. This situation will not be permitted to long continue, and the order of our extension will be to annex, first that portion of the continent which will unite portions now separated—Alaska and the States—obliterate the longest unnatural boundary, and bring into the family our nearest kindred speaking the same language.

But so far as it affects commercial development, the strength of our argument does not depend upon the acquisition of territory ; for, colonization and settlement under auspices of whatever government, are sure to take place ; and the fruits of industry by a hardy and thrifty population inhabiting this region and numbering many millions, are to become tributary to our commerce. While politically separated, their supplies must largely be drawn from us, and we shall take in exchange their products for either consumption or export. Even what they may send direct to foreign markets, whether through our channels of transportation or otherwise, will bring from abroad money to be paid for the necessities and comforts of life which we shall in a large measure furnish. Hence, whether belonging to our government or not, this vast region is to become directly tributary to the wealth of our great cities. It has an immense—and as yet unmeasured—capacity for inhabitation.

Professor Blodgett, in his standard work on climatology of the United States, says of the Northwest: "The assertion may, at first, appear unwarranted, but it "is demonstrable that an area not inferior in size to the "whole of the United States east of the Mississippi, lies "west of the 98th meridian, and above the 43d parallel, "which is perfectly adapted to the fullest occupation by "cultivated nations."

We may go still farther and suppose the population northward to be limited within our present boundary, (which cannot be the case, as it is not even now); we yet have in our northern frontier of states and territories the elements of material wealth and political strength, exceeding those in the corresponding belt upon our southern border, notwithstanding the truth of what we have just said concerning the latter; for, even in the favorable portions southward, the inhabitants largely pursue pastoral occupations which do not so crowd the country with toilers, as the raising of cereals and other products requiring the nicer operations of husbandry. These are more generally the adaptations of the Northern States as also the people who settle in them, and call for those industries to which only a thrifty and prolific population is suited.

Men in their migrations incline to their accustomed latitudes or follow their native climates as indicated by isothermal lines. Also, whether it be from a natural perverseness in human nature, or because of the magnificent qualities required to overcome obstacles, the paradox presents itself of man continually moving against the

currents of nature; albeit, his sympathies and affections flow in the opposite direction, and *with* these currents instead of *against* them. Affections linger with the scenes we have left in our aspirations after higher benefits. As the earth moves eastward, man migrates westward. The wind blows mostly towards the East and man meets it in his royal march. Settlement usually begins near the mouths of rivers and advances towards their sources. Thus it is traveling against the current of the Missouri River to meet the tide coming up the Columbia from its mouth and the region of Puget Sound.

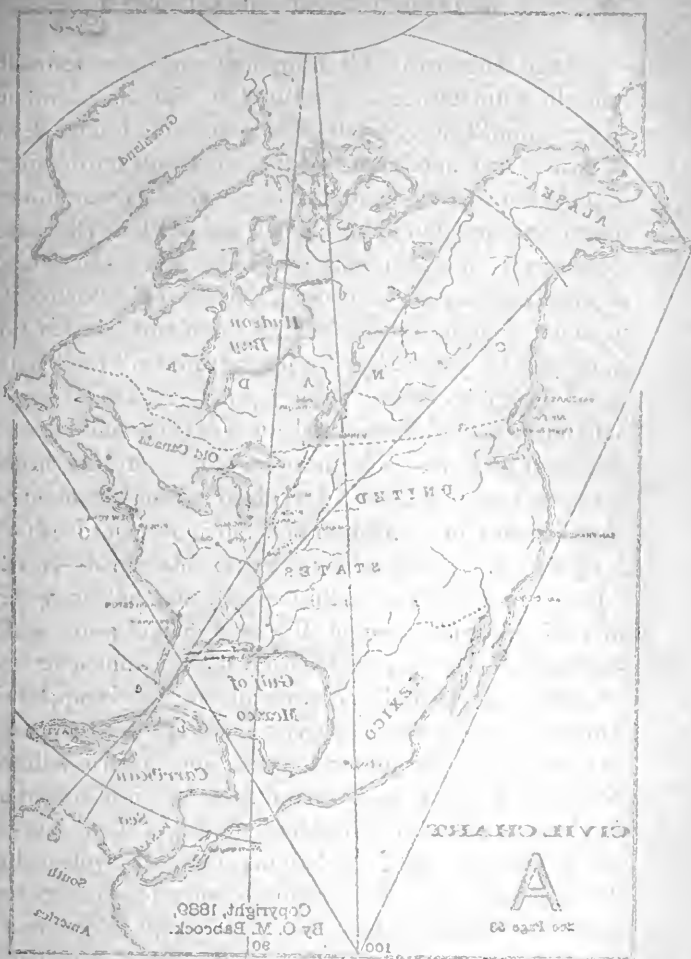
Accordingly, in the onswEEPing flood of settlers occupying our vast area; soon after passing the Great Lakes in its westward course, "The course of Empire takes its way" northward and, hazardous as the prediction may seem, it is highly probable that the colonization and cultivation of these northern states and territories, stretching from the Lakes to the Pacific, will in a few decades, surpass in numerical and political importance the entire Gulf states of the South.

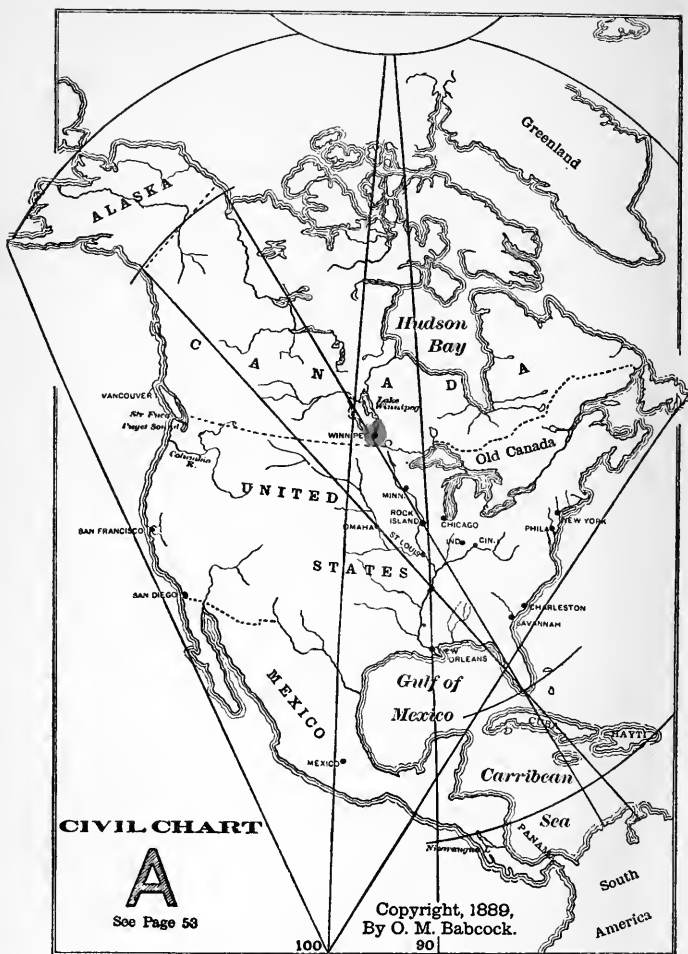
Meanwhile, our south-western territory will be undergoing similar development, but less rapidly. The belt of country stretching from Arkansas westward, will never become so thickly peopled as that to the northwest, nor will the inhabitants of our southern latitudes ever be of so much value to commerce as an equal number in the northern where food and fabrics are more extensively consumed, and all materials of comfort and luxury in greater demand. It is here that we find the human race more industrious, frugal and prolific, and

possessed of more general intelligence combined with greater physical strength and powers of endurance. It is from the higher latitudes that must come the regeneration rendered necessary by the degeneracy contingent upon a nearness to torrid climes. History proves that "the rugged North has always redeemed the effete South, and by a succession of such amalgamations, secured to humanity perpetual improvement." While this is obviously true in a general sense according to both history and reason as applied to all countries, it is especially true as a scientific fact with reference to this vast northwestern region which possesses the advantageous combination of an elevated and invigorating latitude with a comparatively mild climate,—hence presenting unusual attractions.

The force of these truths must not be allowed to override the importance nor eclipse the expectation of this continent becoming a political unity. It is therefore proper in calculating our *commercial centres*, to observe our possible growth in all directions. East or West we can go no farther. Towards the South our limit is also reached except we acquire the West India Islands or annex Mexico and lengthen our narrowing boundary to the Isthmus of Panama.

The North, however, furnishes inhabitable area several times the capacity of Mexico. Canada already contains half as many people. Between Lake Superior and Alaska stretches a region of country longer than to the farthest point of the United States in any southern direction, while to the farthest points of Alaska, the





distance is greater than to Lake Nicaragua, or the remotest island of the Antilles. A considerable distance west from Lake Superior is the city of Winnipeg. A radius from this point to the eastern boundary of Alaska would reach in the opposite direction to the southern extremity of Florida. Extend this radius to the western points of Alaska and the described circle embraces Greenland, Hayti, and a portion of Lake Nicaragua in Central America. A line from the extreme point of Florida to the northern shore of Alaska passes through Rock Island, St. Paul, Winnipeg, the center of Great Slave Lake and the northern extremity of profitable wheat culture. A line from the same south-eastern point to the southern shore of Alaska, passes near St. Louis, through Omaha, and is the axis of the Missouri River,—being the center line lengthwise of its great valley, as the ninetieth meridian is of the Mississippi. These lines and circles will help to form an idea of central points on the Continent, and give a comprehensive appreciation of our great possibilities as a nation.*

Great Slave Lake lies considerably above the 60th parallel which runs through Southern Alaska, and the northern limit of wheat production is believed to extend beyond the lake, in longitude 115, while the same limit falls below the 50th parallel in longitude 75, on the eastern side of the continent, near the mouth of St. Lawrence River, not far above the state of Maine.†

This north-westward course of climates or Isothermal Belts, indicates the direction of the *axis of intensity* in

* See Chart A. † See Chart B.

population, when the country becomes thoroughly settled. This axis, extending from the Atlantic to the Pacific, would be somewhat influenced in its direction by the annexation of Mexico, should such an event occur before the settlement of British America and its addition to our domain. The incorporation of islands to the south-east, would not alter the *direction* of the axis, although it would slightly act as a counterpoise to the North West in locating our geographical centre and centre of population.

If, like Florida, they were literally joined to the mainland, their influence would be more. As *political adjuncts* merely their weight would be less, because distributed from New York to New Orleans in their intercourse and commercial relations.

Like the four seasons, opposite in character yet complete in consecution, without abrupt transition of any one into another, the four sections of our future country as here noticed, are distinctly marked by diverse characteristics,—yet, without lines of separation they present that diversity in unity so necessary to completeness, and furnish conditions which afford the supply of every want and the gratification of every taste.

In magnitude, each division is ample for an empire under ancient regime, with a choice of many products and means of independence. How grand then will be the aggregate when peopled and thoroughly developed! Survey its dimensions, estimate its capabilities,—and our minds are dazed with the splendor of its prospective magnificence!

The contrasted features of the East and the West have been mentioned. The South and the North possess differences still more distinctive, and so familiar that any extended notice of them is unnecessary here, being respectively characteristic of latitudes and climates known to be radically unlike. Their climatic differences are such that, so far as their productions and trade are concerned, they can never be brought into injurious competition with each other. Nature has settled that question beyond all controversy. Normal conditions invite the greatest freedom of commerce between them, and being mutually beneficial should always receive encouragement.

Upon the philosophic principle that unlikes attract, there should be the strongest affinity between the North and the South, and so there will be when through freedom of intercourse the lingering prejudices* engendered by an unnatural and most arbitrary barrier shall have been thoroughly obliterated. Harmony of interests will yet overcome discordant sentiments, and mutual attachments will strengthen into a unison of feeling against which unprincipled demagogues shall not prevail.

Of cold and heat, severity and mildness, vigor and lassitude, in the Northern and Southern belts respectively; of perpetual frosts and perennial verdure we all have heard; but a geographical and physical difference heretofore unobserved, exists in the fact that while habitation at the South is broken off by an abrupt and

*Prejudice resulting from slavery and civil war.

decided boundary, at the North it fades out indistinctly like a halo, where no line between its presence and absence is discernible.

Thus we have presented to us all that at first appears necessary for a complete and elaborate picture with strong contrasts and slight variations, with distinct lines and delicate shadings, having every desirable variety of temperature, climate, and productions, so harmoniously blending that there is no place where a line of separation can be fitly drawn.

This great and comprehensive area composed of four grand divisions; the East, the South, the West, and the North; forming a circuit replete with every essential for the highest conditions of civilized life, sufficient for the greatest pleasure and the loftiest pride; yet constitutes but half of our splendid country,—the four limbs whose office it is to protect and serve the great body of which they form an essential, though not the *principal* part.

Having thus at some length dwelt upon the magnitude and importance of the states and the territory which skirt our vast domain, occupying the eastern slope of the Appalachian Chain, the western incline of the Rocky Mountains,—including the Sierra Nevada and Cascade Ranges, the southern belt of perennial verdure and the alternating climates of the vigorous North, we now proceed to consider the magnitude, grandeur, and mission of that *better half*,—the *great centre*,—its character and career, its prospects and its powers.

We will change the delineation and, without reference to points of compass, consider our country speculatively under two general heads or departments. Partially ignoring state boundaries and entirely disregarding the divisions or groups in which the states are usually arranged, let us generalize them according to the similarity of commercial positions; designating them as the *frontier* or *border* territory, and the *interior* or *middle* region.

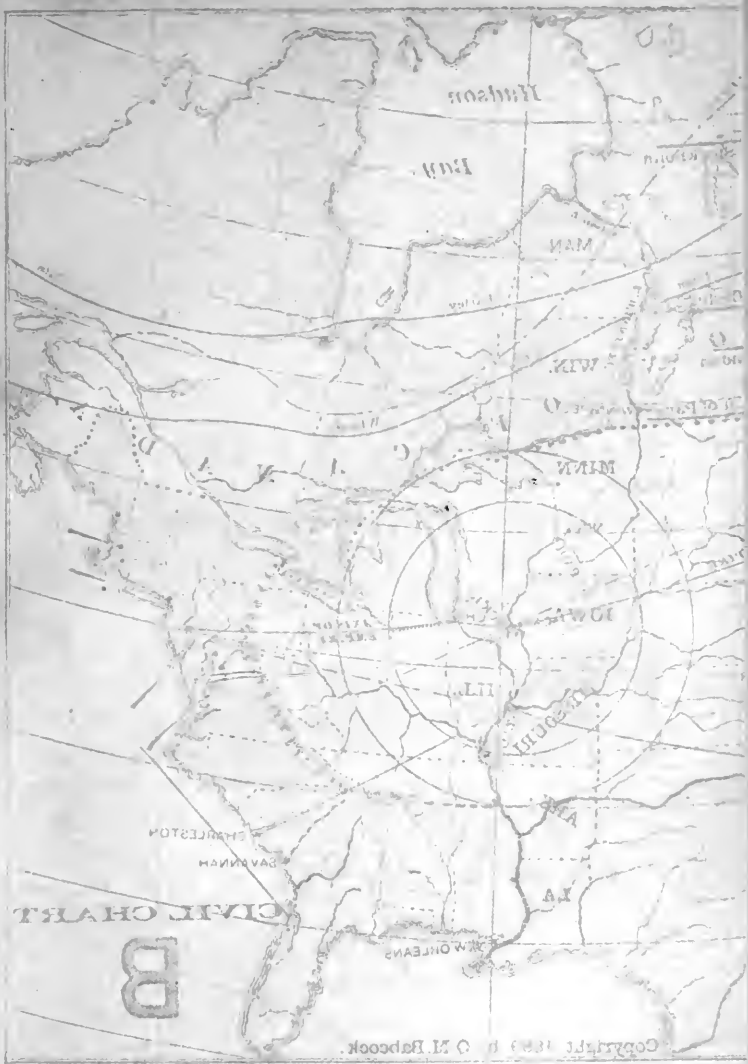
The one comprises those portions which lie along the exterior and through which the streams flow outward to the sea. The other embraces all that lies interior thereto—including the upper lake region, with those parts through which the rivers flow inward to that great central stream, the Mississippi—and from which three rivers flow outward, tri-secting the boundary at approximately equi-distant points, as represented by disconnected prongs of the letter Y (Y), the upright portion of this letter representing the Mississippi, the right prong the St. Lawrence, and the left prong the Red River of the North.

The line of demarkation which separates these two grand divisions of the continent,—not everywhere distinct, but sufficiently definite for our purpose—may begin at the Falls of Niagara, and passing between the western head waters of the Susquehanna and the sources of the Ohio, follow the crest of the Allegheny Mountains along which streams flow to the East and the West respectively, until it reaches the 35th parallel. From this the drainage is northward through Tennessee

to the Ohio River, and southward through the states of Georgia, Alabama, and Mississippi, to the Gulf of Mexico.

Pursuing this elevation and crossing the Mississippi, we may, for greater exactitude, deflect our course somewhat to the southward or, for the sake of convenience, continue in the same general direction and keep approximately near the head-waters of those rivers which flow through Texas into the Gulf, until we reach the Rocky Mountains in the eastern part of New Mexico, near Santa Fe. This brings us to the head-waters of the Red River and Rio Grande, where the line properly changes from East and West toward the North along the Rocky Ridge which sends its waters Eastward across the plains and westward to the Pacific Ocean. Following its deflexures and veerings which take a north-westerly course, we are brought to the sources of the Columbia River which flows to the Pacific Ocean, and of the Missouri and Saskatchewan whose waters flow southward and northward respectively, as also do other streams rising along the 49th parallel, from the vicinity of which they make for the Lakes or the Mississippi on the one hand, and for Hudson Bay and the Arctic Ocean on the other.

This ridge, although not a mountain range, forms the natural boundary which we seek upon the North, as the 35th parallel does upon the South. It extends eastward between Hudson Bay and Lake Superior, and continuing, forms the northern boundary of Old Canada, a portion of which might be included within the region we



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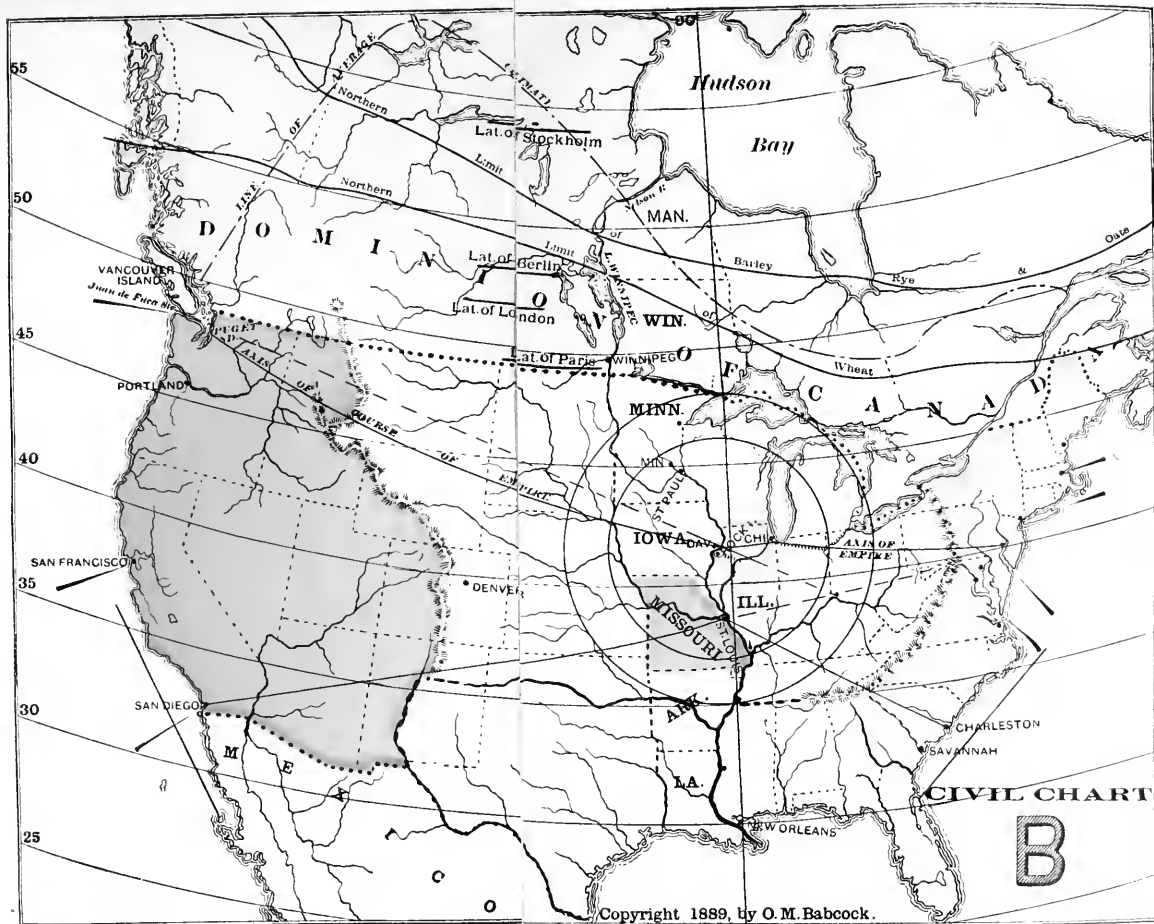


are describing, but which, partly on account of the unnatural political situation, is left out, as we follow Rainy River and Lake, from Lake of the Woods through a chain of waters to the mouth of Pigeon River on or near the ninetieth meridian, and thence through the lakes, Superior, Huron, and Erie to the place of beginning at Niagara Falls. By this general outline is circumscribed what is known as *the Great Basin or Mississippi Valley and Upper Lake Region*. [Chart B.]

This is the thorax of the continent. The mountain ranges on either side are the rock-ribs within which will beat the great heart of the nation. Upon these broad areas will the heaving lungs indicate the nation's power. To and from this great reservoir will the currents of commerce come and go, purifying and building up the entire system.

In this grand arena are to be enacted successive dramas which will unfold the mysteries of Providential Design concerning this Continent, this Nation, and Human Freedom. Here will finally stand revealed His purposes and plans which are developing in concealment, save as, by the correlation of events, they are flashed in fitful coruscations upon the mental vision—premonitive of the future; the perfections and beauties of which, like the progress of the past and the glories of the present, are to be born amidst trial and trust, fear and faith, anxiety and expectation.

The "Course of Empire" which has, from pre-historic time to the present, taken its way continually westward, is, with accelerated speed, moving to its cul-





mination on this continent, where it is collecting its forces and gathering strength for renewed efforts beyond the Pacific, while consummating its beauty and centralizing its powers for the supreme sway of a perfect and universal civilization. Whether this is or is not the theatre of its final stand and ultimate victory—the seat of its crowning glory; it is philosophically clear that, for centuries to come, here is to be the scene of intensest activity in the world's development; and henceforth, instead of military prowess being the regime, carrying conquest into other lands by force of arms, all nations are to be drawn hither under the auspices of peace and human fellowship.

In view of the brilliant career before us, the destiny that awaits us, the responsibility that is upon us, and the high trust committed to our charge; how important it becomes that we survey the field and observe its conditions, *in order that we may so adapt our movements as to accomplish the best results, reap the greatest benefits from our labors and our investments, and thereby bring the possibilities of the future to a speedier realization.*

While every portion of our country possesses attractive features, and each its peculiar advantages, sharing those which also belong to many others,—while every section and city afford opportunities for enterprise, and in every part may be found a profitable field for the exercise of genius, energy and skill; it is clear beyond question, that some sections and localities are favored more than others; a few especially so, and one or two most of all; so that in spite of all human efforts; popu-

lation, power, wealth, and grandeur, will gravitate where Nature has so determined by having combined her resources in largest measure with the best facilities for their improvement by the assistance of Art. Upon the strength of these data, the more clearly we are enabled to estimate the respective and relative value of different localities, the less we shall be liable to suffer the disappointments and losses which follow mistakes. *Herein the clearest foresight becomes the surest guarantee of success.*

Based upon existing facts, what are the probabilities with reference to different portions of the country, and what localities have the strongest combination of advantages, and are therefore destined to excel all others? In a few words we shall find a general and comprehensive answer, viz.: *That region which is geographically most nearly central, possessing facilities for extensive and CHEAP transportation, and where the greatest number of people can easily be furnished with the necessities, comforts, and conveniences of life by either production or purchase.* Health being one of the necessities of life, must also be taken into account.

If, then, these exist together in favorable combination, the conditions of superiority are supplied; for there will the human activities be developed in the highest degree; there will science, education, and art best flourish; there will Commerce most abound, and there will Law and Order most prevail, backed by the highest morals and fortified by the truest religion.

Population brings commerce, and in turn is greatly

increased by manufactories, and these make cities. North America is to have the largest cities in the world ; for here will be the most active and extensive commerce accompanied by varied manufactures, all under direction of the highest intelligence, and supported by the strongest concentration of the widest and most liberal patronage.

Our large cities are the homes of the wealthy. There capital concentrates and real estate attains its highest values. There and in close proximity, business of all kinds may flourish. By the great activity of large cities, towns and villages in the surrounding country are nursed into prosperity, creating an immense consuming population and giving the garden, the dairy, and the farm a ready market for all their products, and for much that must in remoter districts be wasted. Hence, tillers of the soil in common with others have an interest in this matter.

The comparative merits of different sections, routes, and locations, we shall discuss in a somewhat general and disconnected way, showing the most favored areas, lines, and points for production, transportation, and trade.

The great central basin of the interior being a comparatively unbroken region, is thereby adapted for easy commercial and social intercourse. It also possesses the conditions of health and vigor, with a soil producing in abundance food of excellent quality and in great variety. Even now it furnishes subsistence for the inhabitants of many foreign countries, and under a high state of cultivation would be capable of sustaining one half of the entire human family.

This basin is a unit in both natural organization and civil interest, while every other section is one-sided. Of them it may be said that the interests, the policy, and the opinions of their inhabitants will always differ, and in opposite sections be diverse, as their rivers flow outward and away from one another into different oceans; while here the tendency is to coalesce in feeling, thought, and action, like the streams whose waters mingle, bringing diversity into unity, variety into harmony, and their currents into *concurrents* where their strength is combined for the common weal and to bless the borders through which they resistlessly move, bearing on their proud bosoms the elements of life fresh from their earthly origin, drawing and directing enterprise,—creating and controlling commerce. So will public opinion, fresh from the fountains where freedom is most indigenous, at the farthest remove from contact with despotic royalty, and pure as the prairie air which inspires it, flow in resistless force to sway sentiment and control conduct in sections negatively loyal, and thus prove how great is the power of a positive patriotism.

In agricultural regions the sentiment of liberty and union most prevails—the spirit of our institutions most abounds. Away from the excitements of commercial strife, at the country school and in the open air, with abundant exercise and opportunity for thought, at the sources of subsistence, the ideas of practical self-government are most inculcated and find permanent lodgement. They are there easily executed and resolutely defended. In these respects mining is akin to agriculture. Farmers

and miners are co-workers with God in accomplishing the objects of creation. That these agencies of patriotic zeal, so widely distributed over the continent, should exist the most largely in our *great central section* and adjoining it, is an evidence of original design in favor of *popular government* and NATIONAL UNITY.

In this vast and fertile region the comforts of life by nature abound. It comprises one-half of our habitable territory, and is destined to contain a majority of the inhabitants of the whole continent when it shall become fully peopled.

The accessibility to this from the marginal districts and all parts of the world, ensures the ease with which its external intercourse may be carried on and guarantees to its people the enjoyment of every luxury; while its comparatively level and uninterrupted surface indicates at once the convenience of its habitation and of its local traffic.

With no barriers to be surmounted, railroads are built in comparatively straight lines and easily made to converge at the most suitable points where, by uniting with the great natural highways of transportation, conditions are supplied for carrying on trade and effecting exchanges on the grandest scale. The most eligible of these points will unquestionably become centers of the greatest commercial activity known in the history of the world. Their localities we shall now proceed to consider.

It is evident from experience as well as from reason, that trade will always accumulate along the principal

highways of transportation, concentrating at those points which are best provided with the means of carrying on extensive operations.

As already observed, the North American Continent is provided with only two great natural highways extending from the ocean to the interior. These are the Mississippi system and the chain of lakes which, by a happy coincidence, while opening in different directions and several thousand miles apart, approach each other near the middle of the Great Basin, as if by creative design to focalize the constituents of national strength where the elements of life in most bountiful supply are combined with devotion to national unity. Again, to fix as a certainty this concentration so essential to the perfection and permanence of the great plan, the easiest routes for railways and other artificial means of conveyance are provided along these channels; thus rendering impracticable the construction of rival thoroughfares for successfully diverting trade through other avenues to centralize it in other sections.

But the mastership of this arrangement is displayed not less in preventing monopoly than in securing unity; for, did these two natural highways join their waters with full navigable capacity at some point, or approach each other so closely as to render such connection feasible by art, we might expect to see at or near their juncture, a rising city controlling the navigation of both, and destined to outstrip all others in immensity, magnificence, and power; and, for lack of rivalry, grow into a formidable monopoly whose domi-

nation would be a menace to the country's prosperity, and even to freedom. But the wisdom as well as the love of the Creator is displayed in preventing such an evil, by supplying the conditions of successful emulation. These two channels are so unlike in character and their navigation requires such diverse conditions, that their floating craft can never be interchanged. Besides, their courses and the countries through which they pass are so widely different that no combination between them to unfavorably affect the interests of shippers can ever be consummated. Herein lies that protection which saves the producers of this region from outrages which carriers are disposed to inflict when not under the wholesome restraints of competition. These circumstances will always give to merchants and producers advantages greater than can be enjoyed on the same account in any other section of the country.

The Mississippi River is figuratively styled the Father of Waters. It would be as appropriate to call our chain of Lakes the Mother of Waters. If these natural bodies can be wedded by the art of man, there will be a union without discord, and their commerce will be productive of innumerable blessings. The Atlantic Ocean, the Gulf of Mexico, and the Mississippi's myriad sources, would be united by a common band at a common centre. Another link between Lake Winnipeg and St. Paul, would bring Hudson Bay into the union. Through the Illinois River and Canal, the work is begun. Let this work be enlarged, and another construction made *on a scale the most extensive possible on the shortest line*

practicable between the two great waters, and the foci will be complete.

It is a circumstance which challenges our admiration, that the nearest approach of these two systems of navigation occurs in the same latitude, and at the head-center of lake transportation, just where most desired. Feasibility of construction and operation, is the only question to be decided concerning a Great Ship Canal from Chicago to the Mississippi River, connecting at points both above and below the rapids in latitude forty-one. It is a subject of *national importance*, and public demand for the work will soon be imperative, unless improvements by invention or discovery come to supersede present systems of transportation.*

It will always be beyond the power of cities on one channel to ruinously interfere with the trade of those upon the other. It follows, therefore, that there is a permanent demand for a great metropolis upon each, located as near the centers of production as is consistent with good harborage and landings, full depths of water, and convenient access to all parts of the navigable system.

We shall now endeavor to fix upon the points which Nature has favored with these advantages.

A survey of the grand river system will reveal to us many cities, villages, and towns, several of which have

* Another Ship Canal from Lake Michigan to Lake Erie through Northern Indiana and Ohio, should be constructed, creating an almost direct water-way from Chicago to Toledo, Cleveland, and Buffalo. It would accomplish a great shortening of distance and saving of time, while it would serve to avoid many dangers on the lakes and the ice blockade at Mackinaw.

aspired to supremacy and been given to much unwarrantable boasting, while their egotism has been equaled only by their ignorance as shown in erroneous estimates of comparative importance and value,—proving to be true what we have said in the outset, that *want of foresight generally leads to loss.*

The local importance of several of these places is considerable, but there is one commanding position which more than any other possesses the elements of commercial greatness. This could readily have been discovered by any person capable of thinking cosmonically upon the subject. It is necessarily an eligible site upon the main channel, as near as possible to the centre of the great valley, in that portion which is ramified by the largest number of its chief navigable tributaries, and where the two longest of these, in opposite directions, furnish the greatest amount of commerce to and from the farthest lateral distances. All direct and cross transits are thereby given a common centre for supplies, storage, and exchange.

The Missouri and Ohio Rivers are the two principal tributaries corresponding to our allusion. They drain the widest regions in the valley, and bear upon their bosoms vast quantities of merchandise, fuel, and food. They debouch into the Mississippi about midway of its length, and at points far enough apart to afford a select situation between them for the Emporium that is to command the commerce of all three, throughout the progressive future of our country.

Not cosmonomy alone, but observation as well, estab-

lishes a conviction that the majestic Mississippi does not, from its myriad sources to its mouth, lave one spot upon its banks where stands either at present or in prospect, a formidable rival of St. Louis.

She is, in a geographical sense, approximately central; as much so as the purpose she is to execute will permit. She is on the northern border of the space between the two tributaries mentioned, very near to the Missouri River, and is so near to the limits of navigation unobstructed by ice that she could not afford to change her latitude for any advantages to be gained in this respect. We shall allude to her again in this connection, and therefore leave her for the present,—turning our attention to the Lakes and *their* chief city.

Buffalo, Cleveland, Toledo, Detroit, Milwaukee and Chicago, all have had their aspirations and hopes, their depressions and doubts; and each in their turn have laid claim to prospective superiority. But the finger of fate will point out that which cosmonical fact now indicates—their destiny and comparative importance.

One, only, can be supreme. The others may emulate, and feel a just pride in what they are; but the folly of attempting or claiming rivalry has passed into simple memory. Population and all other elements of greatness in them combined, will soon be surpassed by her alone. It was but a narrow view that ever gave rise to the unwarrantable ambitions and groundless hopes which led to different conclusions. This “blindness to the future,” however, was “kindly given,” for high aims have spurred men to strong efforts and developed

comparative indolence into positive activity, which has resulted in extensive benefits,—local as well as general. Each place in its turn, has been the rendezvous of immigration and the base of supplies for pioneering progress.

CHICAGO *stands at the head*, and, notwithstanding the reputation for gasconade which she has received from jealous rivals, her splendor already shows that her boasting was not vain. She is as near the true centre as the great lakes will permit, and quite near enough for the general good.

Chicago as Queen of the Lakes and St. Louis as Mistress of the Rivers, will always stand unrivalled, each upon its respective commercial waters, and the two finally upon the continent—the bases of magnificent operations, not merely along their particular channels, but eventually for the whole country.

The traffic and travel which will ultimately unite these two cities by commerce and intercourse, is beyond the power of any common mind to estimate. The numerous lines of railway between them will all groan under the weight of business, while the channel by which Nature has indicated an improved water-way—a Ship Canal of the largest possible dimensions—for both transit and sanitary drainage, especially the drainage of Chicago—calls for the most liberal expenditure of money consistent with practicability and economy.*

* Chicago seems to be situated for the greatest city on earth, and also to test man's engineering skill and power to overcome difficulties. A low, flat plain with difficult drainage, a small sluggish creek

Sufficiently near together to stimulate healthy competition, yet far enough apart to prevent possible consolidation, these two cities, constantly aroused into rivalry, are at a sufficient remove from the *true centre*, to prevent either from having an advantage over the other in geographical position, while their commerce, ample in resources and wide enough in extent for the highest laudable ambition, reaches to such a distance in opposite directions—each covering a different field—that, like the waters of which they are born and nursed, they are so diverse in the character of their trade as to be mutually secure against serious encroachments.

Their influence will be commanding when united in a common cause, while each will guard with jealous care against undue political advantage or influence by the other. Contests for preferment in patronage by the

dignified by the name of Chicago River forming an incipient harbor, and a broad lake frontage to the east, with a sand-bar obstructing the ready entrance and outlet of shipping, were the natural main features of the place. Many fortunes in hand have been lost by men who were glad to get rid of tracts and lots lying in a "miasmatic swamp,"—"a mud hole." With a prairie to the west and a lake to the east, affording free circulation of air, the miasma is readily swept away; with dredges the river was deepened and the sand-bar lowered, canal excavations furnished material for elevating the streets and for making bricks; the pollution of lake water by sewage, was partially remedied by a tunnel under the lake drawing water from two miles beyond the shore, and a deep cut between Chicago and Joliet, thirty-six miles away, will admit water from the lake through the city, carry off the sewage, afford ample supply and depth of water for a ship canal, and give the marvel city credit for having reversed the current of a river—made its waters to run up stream—the first achievement of this kind.

general government will demand some "neutral center" as a point of compromise. This was the case when an island in the river was chosen as a site for the national armory. Emulation and surveillance will be constant and reciprocal between Chicago and St. Louis. The springs of enterprise thus kept at a perpetual tension, will be a constant guarantee of improvement and progress to the great central section of our country. This prolific region will receive liberal disbursements of capital from these two moneyed centers in the strife of trade to secure patronage from the most prosperous community of people on earth, who will thereby be permitted to share the fruits of their own industry to a degree which could scarcely be hoped for if dependent on an unrivaled monopoly for a market.

It would be unfair to estimate the importance of these cities by merely local advantages, however great because of the plexure of highways here converging, or to measure their prospective magnitude by the wealth of the great basin of which they are the nuclei; for they are *cities of the nation and of the continent*, and we can prove their worth only in the commerce of the world. In theory this can best be done by beginning with the knowledge we have gained from experience and observation, wherein we must meet the arguments of those who take a different view.

What, then, are the circumstances that have supplied the materials for our cities thus far? Whence have they derived their sustenance and support? To what extent can they depend upon the same or similar resources in the future?

An aggregate increase of our population to 500,000,000, distributed throughout the same districts and in the same proportion as at present, conducting business in the same manner, would cause a proportionate increase in the population of our cities, making it also ten times its present number. This would give to New York, say 15,000,000; to Philadelphia 10,000,000 and so on. If, however, this tenfold increase should take place entirely on our western border and throughout the central region, it is plain that the cities of those sections would have the full benefit of such increase, and in a still greater degree if American manufactures should supply the country's demands. Also, a relative decrease in our European and increase in our Asiatic trade, would proportionately affect the population of our Atlantic and Pacific cities,—the former unfavorably, the latter favorably.

These changes are precisely what, to a large extent, are taking place. Our trade with Europe as compared with that of Asia, will show a relative decrease, and so also of our imports generally as compared with our manufactures. This will continue to be so, and the more as our country advances in age.

In the first place our Pacific trade is new, like the Pacific States which will eventually be settled and cultivated as thoroughly as the East. In the second place, the habits, taste, genius, and skill of Americans and Europeans, are so similar that their productions are more alike than those of Americans and Asiatics, so that instead of being marts of reciprocal exchange, the cities

of America and Europe will *compete* in the markets of the world ; while the products of America and of Asia, being more unlike because of the dissimilar characteristics and arts of the inhabitants of these countries, call in larger degree for exchange of their commodities.

Nor will this effect, to any considerable extent, be neutralized by trans-Pacific immigration ; as those who come to this country and remain, will not only encourage and increase the interchange of commodities, but will be likely to adopt our customs ; so that the danger of becoming Asiatic in our notions, is far less than the probability of propagating our ideas in Asia ; and the course of trade in that direction is prospectively in our favor, instead of being proportionately against us as has been the case with our European commerce.

Should an extensive influx of Mongolians eventuate in transferring several of their industries to this country, the advantage would be still greater ; as commerce in home productions is of vastly more benefit to a people than merchandise in foreign wares which enriches foreigners at our expense, importers at the expense of the masses—speculators at the expense of producers. The present prosperity in the northern Atlantic States is largely due to domestic trade.

It is no longer a question of policy but of *necessity* to our prosperous existence, that diversified industries be increased. Our agricultural interests are already in excess, and we must develop other products for which they can be profitably exchanged. As our people and their legislators in congress come to understand this

matter, home industries will receive encouragement and protection more as a settled system in this country; manufacturing will gain upon importation, and industrial centres will grow accordingly. Cities which now dominate in *mere trade*, will find it necessary to devote more energy and capital to *production*, in order to retain their supremacy.

With an ampler area and other advantages in her favor, Philadelphia, now the most extensive manufacturing city on the Globe, may so gain in population and wealth as to leave New York behind in the race for supremacy, before the lapse of another century

Civilization in its continual westward march, carries its virtues and vices together. It is to be hoped that we may not inflict upon the people of Asia the pernicious customs and demoralizing habits which we have imbibed from Europe, notwithstanding the blood-money it might bring to our coffers by impoverishing our patrons. Giving gold for gilt has so largely been the rule in our trade with Europe, that we have dearly paid for a dissipation in which so many weak-minded Americans sacrifice themselves to the gratification of foreign caprice, vanity, and avarice. It is also greatly to be desired that in the "*survival of the fittest*" and the growth of independence with intelligence, our "toadyism" to royalty, with all our imitations and absurdities of fashion because from abroad, will henceforth decrease, to the credit of American good sense.

We have thus far been pupils. As we assume the attitude of teachers, a characteristic dignity will assert

itself; the importance of our position will be realized and our apish extravagance will proportionately disappear. The pertinence of these remarks is considered sufficient excuse for the digression.

In view of the foregoing it is evident that eventually our most magnificent marts of *ocean traffic* will stand on the Pacific shore where the *harbors* are *few* and their *cities* must be *proportionately large* to meet the demands of an extensive trade. We see, therefore, that all is notably proportional, and what is more inferential than that the results of future developments will be in keeping with present conditions,—that country, coast, cities, and ships, will all be on a scale majestic as the sea, and as the mountains which stand like huge sentinels at the entrances to these domains, sublimely intimating what lies beyond!

The tendencies of men are to feel and act according to their environment. We may expect that the business operations and liberal patriotism of the people of the Pacific States, will be a reflex of that dignity and splendor which are so lavishly displayed in the physical aspects of their clime.

Our Atlantic slope is narrower, as also is the ocean by which it is washed. The shore line is shorter and more numerously indented with bays and sounds than is the Pacific. Hence the shipping is divided among many cities with magnitude inversely as to their number; the size attained being due to causes already named, operating in a region long and densely populated as compared with the opposite side of the continent where the population is sparse and the harbors few and far apart.

With most people there is no question as to which of the Pacific harbors is chief and destined to command the largest commerce, and therefore to sustain the largest city of the coast. San Francisco has the start and is also most central—as our country is now bounded; hence her pre-eminence for all time is generally conceded. From this conclusion we are inclined to dissent, and will endeavor to show good cause therefor in what will shortly appear.

The only pretensions to future rivalry are at San Diego, Portland, and Puget Sound. The latter will receive special attention while considering the trans-continental thoroughfares and the central line of civilization's march around the world. [Chart of the World.]

Of the prospective and comparative merits and magnitude of the *border* and *central* cities, we here contend that the latter have the advantage. The reasons for this are so weighty and of such vital importance to our prosperity, that they deserve more elaborate mention.

Since the settlement of this country, our pursuits have been so extensively pastoral and agricultural that our mercantile fabrics have, until recently, come chiefly from abroad. Consequently imported articles have entered extensively into our commerce. This has made emporiums of our seaports and princes of our importing merchants. Domestic goods, to a considerable extent, are now taking the place of foreign, the effect of which is an incentive to excellence among American workmen, and a stimulus to invention and skill in the construction as well as in the use of machinery. We are, in

consequence, becoming competitors with other countries in the manufacture of fabrics wherein they have heretofore monopolized our markets. The order of trade is, therefore, in some respects being reversed, and exports of finished wares as well as imports are beginning measurably to employ our harbors and shipping. This will continue to enhance the growth of our seaports, although importing will not, as heretofore, constitute their chief business. There will not be a falling off in the amount of their trade, but a change in its direction, and consequently in its character.

This change will operate in various ways, advancing the growth of all our cities, but of the central ones most; and will render what are now our principal ports, but secondary in importance as marts; for, the great interior with its capitals, will not only dominate in domestic commerce, but will also become the principal markets for foreign goods.

As the Inter-Mount Region will be most densely populated, its mercantile patronage will be more extensive than that of all the rest of the country. There will be no occasion for its inhabitants (the consumers) to go outside the Great Basin for their supplies. The trade herein will be concentrative with wholesale markets few and centrally located, while on the outer slopes it will be divided among many seaports distributed on the outskirts of the continent. Even there buyers will frequently find it more convenient to draw from the great centres, especially many of those who may live on the broad northern slope, from which the Interior will be

reached much easier than border cities on either the Atlantic or the Pacific.

The fact that goods both produced and consumed in this country are to constitute the chief articles of merchandise, adds much of weight to the interior development theory; for, such goods mostly seek a central mart for distribution. Even their exportation will be largely from the central cities, passing directly through to their destination. That our seaport merchants advocate an economic policy favoring foreign trade which tends to give them the monopoly of our commerce, is easily accounted for when we consider how frequently men are more selfish than patriotic.

The importation of goods takes money away from the country to enrich foreign capitalists at the expense of our own people. It sustains an oppressive aristocracy, transportation monopolies, foreign enterprises, and great standing armies to menace the United States in case of threatened war. All of these are opposed to our free institutions and our system of government. The purchase of domestic goods retains money in the country to pay our own working people who patronize our industries and our merchants, while it accumulates capital to develop American enterprise, establish American institutions, and supply the sinews of war in favor of our own country. This fact is patent enough to stand without argument in the views of all fair minded, thinking men; yet the opposite policy is advocated by a large number of Americans.

LECTURE III.

Experience is furnished by others in such abundance, that we scarcely need incur the expense of its purchase.

Men are prone to force Nature rather than accommodate themselves to her. They seldom awake to a realizing sense of their intemperate folly until too late to recover their wasted energies. Either this is the case or they have great faith in popular credulity, believing that people are easily beguiled into the idea that lands and latitudes represented on paper are sure guides to the best locations.

Speculators have made certain localities conspicuous by indicating city sites with ink marks, as though distance and direction were the only considerations in making up an estimate for a country, and geology with topography and climatology of no account in the calculation, and geography useful only to determine superficial centres. They seem not to know that commerce is governed by the formation of continents and the character of climates, and that these are not made by man.

Commerce makes communities, and both of these will best flourish where conditions are most favorable; albeit geographical centers to the contrary. These are by no means to be overlooked however; and while other circumstances are first in importance, the more central the location the better.

Geographically, Omaha is the most central city on

the continent ;* but drawing lines and describing circles does not make it the centre of civilization, as maps have been made to show. It lacks many of the conditions of a great commerce and of extensive manufacture as compared with some other localities. Duluth was at one time urged into Congress with representations quite as favorable, making it appear as the "Zenith city of the unsalted seas;" but the excitement and mirth created by the brilliant burlesque of a recalcitrant member from Kentucky caused a hasty retreat of the claimants. The head of Lake Superior is an important location for a city. It is 200 miles farther west than the head of Lake Michigan, and the most western point of our large lakes;—a significant fact in its favor. It is therefore central in a very important sense, and is destined to become a prominent commercial point, but it is too far from the centre of *habitation* and *activity* for the chief emporium.

Kansas has likewise been pressed forward as entitled to the high distinction of the middle state, with Topeka illuminated as the focal point; and land-jobbers have

*The strictly geographical center of the continent is probably on the 100th meridian and about the 45th parallel in Southwestern Dakota. In placing Omaha as the geographically central city, consideration is had for the fact that uninhabitable or thinly populated and remote portions are of little importance as compared with others. The commercial centers are those portions most active in traffic and trade. The political center comprises all the elements which combine to make up a state. The political center in this country is located at a point between the geographical and the commercial centers. The estimate is made for a completely settled country embracing the continent.

succeeded in speculating to a considerable extent in the light of that ignis-fatuus. That the geographical center of the United States as now bounded,—leaving out Alaska,—is in Kansas, has been proclaimed with greater emphasis than is warranted by a due consideration of all the facts, and the statement has received more attention than it merits. It must be joined to considerations of greater value before it can weigh heavily in the scale of public opinion regarding matters of individual advantage or of national consequence.

Superficial measure alone does not settle the matter of population in regard to locality. It will gravitate to sections *where the operations of existence can best be transacted and the comforts of life most readily obtained and enjoyed*. Centrality and a fruitful soil are grounds for potent arguments in favor of settlement, and combined with attractive climate will secure to Kansas her full share of inhabitants; but her manufacturing facilities and means of transportation are less than she will require to compete with more favored portions of the country in many of the elements of civilized life.

Every state has its advantages, and any one of several others may plead as strong a claim as Kansas. Besides, for reasons already named and others to be given, it will be seen that Kansas is too far south to remain central, even in a geographical sense, because of the very extensive annexations of territory probable on our northern frontier, and the comparatively narrow bounds to the southward within which annexations are possible.

A compromise locality between the geographical and

the commercial centres, the "neutral centre" as between Chicago and St. Louis, must be a point of importance.

Let us endeavor to ascertain and foreshow where is to be situated this third central city of the Great Interior.

This calls for a full consideration of our present and prospective centre of population, and embraces the relations to our country of its various sections and of those portions of the continent outside our present boundary.

The great Northwest is the field for the coming pioneer and for frontier enterprise. Whether it be true or not that the removal of our boundary will give us the British Possessions, the colonization of that portion of the country will, as already stated, materially augment the commerce of the United States to which those people must look for an immediate market; and because of the great breadth of the continent in those latitudes where also the harbors are ice-bound in winter, the commerce between the two sections, central and northern, must be *internal*; while Mexico will never, in any way, be dependent upon the United States for the sale of products or for supplies. Her narrow form and extensive shore line on both sides throughout her entire length, give her constant and ready access to both oceans and bring the markets of the world directly to her doors which are never closed by frost. United with us or not, in respect to commerce with our country, she will to a large extent always bear the relation of an outlying island, for, long distances by land and facility of intercourse with our entire coast by sea, will make this a common medium of transportation, although railroads

will be mostly used for travel. But as our country is to be a field of enterprise in every part, the question is not, in what direction will this extend, but *where most?* Also, not *where* is the center of population, but, *where will it be* when the country becomes fully settled? *what sections are to be the scenes of greatest activity? and are these portions accompanied by the elements of local wealth?*

The *Center of Population*, as an expression, may have two entirely different meanings. One, that locality where people will gather in largest numbers. This is more important than the other, which means that point upon every side of which (including leverage by distance) the weight of population will be balanced. These two centres may be wide apart, as the history of this country thus far will show. Let us see if they are tending to coincide, and how near they will ultimately come together. This is a matter of much consequence, for between the two, as between both and the geographical center, a compromise may have to be effected in finding a site for our *future CAPITAL*, or for any national institution requiring centrality of location. Such location falls within the boundaries of Iowa, Illinois and Missouri. [See Chart B]. This tri-state nucleus is traversed or touched by the lake and river system in their strongest combination. All three are immensely agricultural. Of the three, Iowa is geographically the most central and dominantly agricultural, while Missouri in mining and Illinois in commerce are pre-eminent.

Computed upon the theoretical basis as above given, according to the United States Census, the centre of

population which, in 1790 was twenty-three miles east of Baltimore, has moved steadily westward, shifting very little to the north or south of latitude 39° . The total movement from 1790 to 1880—ninety years—was 457 miles, almost due west, while the extreme variations north and south, did not exceed twenty miles. The greatest movement during one decade was eighty-one miles—from 1850 to 1860. This sudden acceleration was caused by the transfer of a considerable body of population from the Atlantic to the Pacific coast—twelve persons in San Francisco theoretically exerting as much pressure at the then pivotal point, viz.: the crossing of the 83d meridian and 39th parallel—20 miles south of Chillicothe, Ohio—as forty individuals in Boston. In 1880 the center of population was eight miles west by south from the heart of Cincinnati.

It is noticeable that the trend of the lakes depresses our northern boundary very much to the southward, west of the Alleghenies, as far as Toledo; and that if the population of Canada could have been reckoned in with that of the United States, the center under consideration would have been somewhat farther to the north. The longitude of central Michigan having been reached, and the crowding southward having ceased, the center will henceforth be drawn northward by a preponderance of settlements in the Northwest * over those in the Southwest.

* It is worthy of remark that simultaneously with the taking of this to press, the unprecedented act of admitting four states (in the Northwest) was consummated, although the paragraph containing this statement was written more than fourteen years before.

It is not, therefore, difficult to conjecture as to the direction this political equator will take, even should our domain be confined within its present limits. It will move westward and northward in a line approximately parallel to the Isothermal Zone which, after passing Lake Michigan, sweeps away to the Northwest, carrying the climate of central Pennsylvania through Minnesota and Dakota into British America far beyond our present boundary.* Our territory in that direction is rich in the elements of prosperity, and of such extent that its rapid occupation by settlers will speedily throw an immense weight of population into that portion of the country. This, with our Canadian annexation, will draw the traveling center northward, as explained, until the center of gravity between the East and the West shall have been reached.

Alaska and the productive region of British Columbia in the northwest, lie directly in range with the West India Islands to the southeast, on a line lengthwise of the Missouri Valley and parallel to the Isothermal just mentioned. [See Chart A]. The annexation of Cuba and Hayti, therefore, would not change the direction of our moving center, although it would slightly affect its resting place—the center of gravity. The movement will henceforth continue to be slower as the permanent center is approached, and will be but slightly perceptible in the latest decades of its migration. It will probably not pass beyond the Mississippi River about longitude 90° from Greenwich. This, although east of the geo-

* See Chart B.

graphical center is not too much so, for the broken mountain regions and arid plains which do not admit of so dense a population as the central and eastern sections, occupy large areas on the western half of the continent.

The advantage of precedence in time, established institutions, accumulated wealth, and proximate relations with Europe, Africa, the West India Islands, and South America east of the Andes, together with the more rapid development of diversified industries in states east of the Mississippi and in the active region around the great foci of internal commerce,—Chicago and St. Louis,—will enable these portions to maintain their equivalence of population, thus holding our political axis near to the commercial meridian as above given.

Africa lies farther west than Asia and Europe, while South America lies farther east than North America. By this circumstance the waters between them are very much narrowed on the Atlantic side, and correspondingly widened on the Pacific side. The mountains range chiefly along the Pacific and Indian Oceans, causing narrow slopes on those sides, and consequently wide countries towards the Atlantic Ocean into which flow the waters of both. The great breadths of land therefore, lying east of the Andes and west of the Moon and Dragon ranges, are to trade principally through Atlantic waters. With the United States this trade will be through ports east of the Rocky Mountains. The development of the southern continents, under European and American influence, will bring forward an enormous

commerce, much of which may be tributary to our central cities by way of the Gulf of Mexico and the Mississippi Valley, independent of the Atlantic coast cities. Whatever of commercial enterprise may hereafter be developed through Hudson Bay, will belong to the Atlantic side, and like that through the Gulf, be tributary to the activity, population, and wealth of the central region but eastern half of the continent, where nearly all the interior commercial waters cluster.*

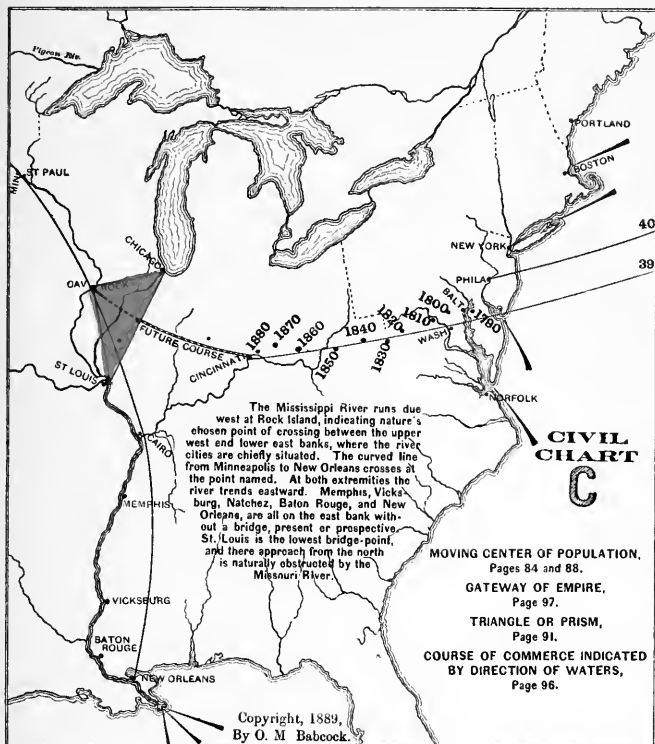
By these influences the center of population will be held perpetually east of the geographical center.

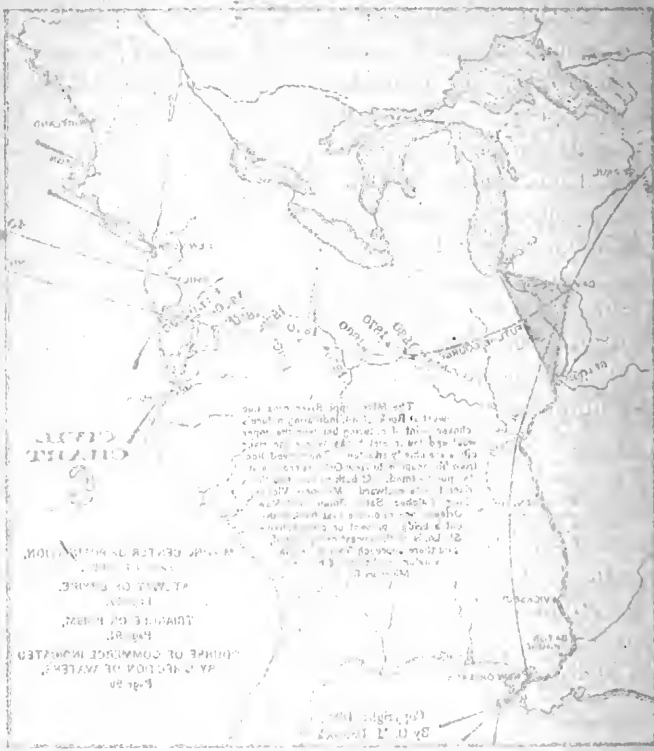
Unless our center of population be deflected from its normal course by some improbable influence, its general direction is likely to be from the vicinity of Cincinnati, [See Chart C], towards Indianapolis, and so on through Central Illinois, by way of Bloomington, to its *rest* in the shadow of our Flag auspiciously erected on the island so wisely chosen for the Nation's Arsenal.

In its travel, this populous center will pass nearly midway between the chief cities,—Chicago and St. Louis,—giving to neither the benefit of proximity. The state in which its journey will most likely end, is to be first in the Union, hence, the Empire State—perhaps the Capital State. Great is Illinois!

As local excitements may cause spasmodic surges in

* By the eastern half of the continent is meant all that lies east of the 100th meridian from Greenwich, or 23° from Washington. It passes east of Dodge City in Kansas and west of the City of Mexico. Nearly all of Central America lies farther east than the 90th Meridian and the Mississippi River. [See Chart A].





the great sea of human life, the center may swerve from this line of march or oscillate around its destined goal; but its vibration will not be to a great distance from the line or locality mentioned. This locality, already conspicuous, is, in all human probability, destined to become the first in importance within the broad basin, except the two already named—Chicago and St. Louis which we will style the Metropoli.

This third point, not yet herein named, is most fortunately situated as a center, and possesses a larger *number* of the elements of greatness than any other spot on the continent of North America, although some of these elements do not exist in so large a degree as at some other places. It would be unfortunate if they did, as it would give rise to that great municipal supremacy, and hence commercial monopoly so much to be deprecated, and from the dangers of which a wise Creator has protected us by so distributing advantages as to place the levers of power in different hands; thus, by the insuperable barriers of circumstance, guarding each against encroachments from the other. While this third city of the trio possessing the *largest number* of advantages, is prevented from becoming dominant by the limitations of some of them, the more important of which are possessed by the other two, it is so situated in relation to both of them as to secure therefrom, in their own interest, certain co-operation and support which will strengthen its connection with them. Thereby it becomes a participant, and to some extent a competitor in their prosperity. Situated upon the great

natural highway of commerce between the far north and the extreme south, thus participating with St. Louis in the benefits which she derives from this circumstance, it is likewise in the line of the great commercial belt which spans the continent from east to west, thereby sharing in benefits enjoyed by Chicago. As a manufacturing locality it also possesses exceptional advantages.

Standing thus at the zenith of transit and intercourse and having unusual attractions for industrial interprise; although last to be named and least in commercial importance, it is likely to be first of the three in political significance and supremacy; for, nowhere else are the various elements of centrality so well combined as here.

At a remove from the rivals—Chicago and St. Louis—sufficiently far to obviate all danger of jealousy, it will be a favorable ground of compromise when preference must be had for a new site on which to locate our National Seat of Government. In such an event, the zero meridian for America will be transferred from Washington, and eventually for the world from Greenwich, and located on the axis of the Mississippi which is now 13° for America and 90° for the World.

Then, as now, the Globe will be divided into its four quarters on lines passing through Central North America, Central Pacific Ocean, Central Asia, and Greenwich at London. [See Chart of the World]. The latter point being now on the zero meridian, will then be 90° East Longitude. Calcutta in India will be changed from 90° East to 180° East and West, while 90° West will pass through the center of the Pacific Ocean which

is now the 180° East and West. Then the starting point for calculating longitudes will be axial to the "Father of Waters," and Empire in its course will have erected its standard at a remove westward, one-fourth of its entire circuit. Whether through ignorance, accident, or by creative design, it is remarkable that these imaginary lines are drawn in such perfect relation to the great natural features of our Planet.

With due regard to the other two points, the one under consideration is as far northward and as far westward as we can go for the purpose here proposed. It is the only point suitable for an agreement between the geographical center near Omaha and the commercial centers represented by the two cities aforementioned, while according to the best calculations that can be made, it is also the goal of our travelling center of population.

Lines drawn from each one to the others of these three points, describe a triangle whose base is the line of Empire's westward march, its perpendicular, southward along or near the ninetieth meridian, and its hypotenuse a straight line between Chicago and St. Louis. This triangle, the *prism*, embraces an area of twenty thousand square miles. A circle drawn through its three angles would compass nearly as much territory as the whole state of Illinois, and a circle described from its right angle with a radius reaching to the confluence of the Ohio and Mississippi Rivers, 333 miles, takes in a region of country equal in size to the five states, Illinois, Iowa, Missouri, Indiana and Wisconsin. The area thus enclosed, contained in 1870 one-fourth of the population

then living in the United States.* Extend this radius to Memphis, and it would describe a circle embracing the equivalent of ten great states. It would pass through the channels of Lakes Huron and Superior to the mouth of Pigeon River. It would touch near Cleveland in Ohio, Huron in Dakota, and Little Rock in Arkansas. It would take in but half of the state of Kansas; yet, see by the region compassed, what an aggregation of elements, powerful in their functions and vital to our prosperity, focalize around its nucleine center. [Chart B, Page 84]. It takes in either all or a portion of each of fifteen great central states, and embraces an area more comprehensive in the elements of activity than its equal in both shape and scope anywhere else on the continent.

The Upper and Central Mississippi with the Lower Missouri and Ohio Rivers and several of their navigable tributaries, together with the upper portion of Erie and the entire lake system above it are embraced, and show a concentration of natural business forces not elsewhere found on the Globe; while the artificial appliances are proportional and equally significant, with a certainty of great augmentation. In this concentration of agencies and instrumentalities, in this constellation of states, Illinois holds the position of advantage, and consequently of greatest importance. She is more than half surrounded by navigable rivers, while on the opposite side,—that portion of her border untouched by them, the great lakes are at her command.

The two great natural highways reaching from ocean to interior and the railroads which run approximately

near them, will, with the latter's continuations, always form the chief established lines of trans-continental transportation. Along these lines between opposite coasts of the country, east and west, north and south, shipments on the largest scale will be made and passengers in largest numbers will travel.

The immense traffic between the North and the South, which differences in climate and productions will always necessitate, must be carried on chiefly by way of the Mississippi River and railroads traversing longitudinally the belt of country through which it runs, connecting Hudson Bay and the Gulf of Mexico.

A distinguishing feature of our state system is observable in the belt formed by Louisiana, Arkansas, Missouri, Iowa and Minnesota. The Mississippi River forms the east line of this belt throughout almost its entire length. In the latitude where it ends on the eastern side in Minnesota, the line is taken up on the western by the Red River of the North, and continues through Lake Winnipeg and the Nelson River to Hudson Bay. Between this and the Gulf of Mexico the belt will probably be unbroken by the addition of two states when all annexations on the North are completed, forming the Great Central Belt, of which Iowa will be central in the line of seven. Thus, east and west, north and south, Iowa will have the distinguishing honor of the Central State, and the belt above described will be, geographically, the Central Belt spanning the Waist of the Continent, and its western line will, geographically, be the central line, while its eastern border will be *politi-*

cally the center line, and Illinois will be in the central belt, east and west, north and south—hence commercially and politically, Illinois is to be the Center State. The great trans-continental thoroughfare between the Atlantic and the Pacific,—in a large measure the world's highway between Europe and Asia,—will be upon the lakes and over railroads which pass through the region contiguous to their shores. [See Chart B.]

It needs but a glance at the chorographical features of our country to reach the conclusion that the land lines of most importance, because continuous and also in close proximity, must lie to the south of these lakes and near the shores of Erie and Michigan, the southern extremities of which, by remarkable coincidence are on the same line of latitude. This line is also the median of the great commercial zone which traverses the continent latitudinally, and which also embraces, like the transverse belt just mentioned, a great commercial belt along which population will concentrate, industry develop, and business intensify, more and more as the vast interior becomes more actively the grand arena of the world's civilization.

Whatever may be said of this as a border or one-sided route, the fact is that earlier settlements in latitudes farther south have never found nor availed to open up a more central thoroughfare, nor to lessen the importance of this one. On the contrary, its importance augments with the growth of the country in wealth and trade, and with their continued advance will become more firmly established as the central avenue to the

interior. The Mississippi River was once beyond our frontier; but now the frontier and the Mississippi have not only changed relations, but their relation is differenced by a still wider space.

Our movement westward has reached its limit. Henceforth our Empire must grow towards the North until the concave of our boundary in that direction assumes a better shape, and the crescent is rounded to the full. Then we shall see how wisely Nature planned the world's highway, when she dug the channel of St. Lawrence and the lakes to concentrate the forces of this country into the fields of largest freedom, and the center of its domain where sways no scepter but that of security under the rule of Equal Rights.

Until then these water-ways are well planned to accommodate at once the United States and their sisters in prospect,—the Provinces on the North. The benefits of having a portion of the family nursed through infancy by the mother hand, will be better appreciated when our capacities are enlarged and understanding matured.

All internal commerce of this continent, must eventually be within the domain of the United States whose territory shall be bounded only by the sea.* This prophecy, a not distant future will confirm as fact. Already the swelling tide of population is pressing our northern border, while the settlements impinging along the lines must gravitate to us with augmenting force

* The Isthmus of Panama is too small to be named as an exception.

as the weight of both increases. The land-marks and water-marks between them and us, will serve as state lines, but they are not permanent as national boundaries. For more than half the distance they are merely imaginary, and will be a source of disturbance until removed by either consent or conquest. The air of freedom and of thralldom must cease to be inhaled at the same breath, and a closer intimacy than that allowed by *international* commerce, will be required to meet the future demands of a great and populous section of the same country.

A vast extent of seaboard stretches from the Gulf of St. Lawrence to Chesapeake Bay. As these waters with intervening harbors north and south of the 40th parallel point eastward and southward respectively, indicating the course of ocean commerce to and from their seaports, so do their channels converge inversely to the direction of their currents, until they approach each other on the eastern rim of the great basin; and, conforming to Nature's pattern, the railways likewise approach from widely separated points on the Atlantic until they reach the Passage between the Great Lakes and the Ohio River. Through this Pass and *The Gateway* is the readiest access to the Pacific States.

As these roads converge across great spaces from a long coast-line and numerous cities until they reach the centers of the middle region; so, after passing these centers they will again diverge over greater spaces to a longer coast-line and a broader ocean, with cities pro-

portioned in size to their distances apart. Their points of divergence from the lakes and the Mississippi are so located as in the best manner to accommodate the population throughout the eastern coast and the central states. [See Chart C, page 88.]

As a bridge over the Lower Mississippi is improbable and over the Lakes impossible, the space between St. Louis and Chicago is likely to be the Gateway of the Highway across the Continent for all coming time.* Between the East and the West, the South East and North West, and the North East and South West, the great bulk of traffic will be through this Gateway. Even from the South East to the South West and from the North East to the North West, the tracks will bend around these posts planted 325 miles apart. From the northern shore of Lake Superior to the Gulf of Mexico, *this is the only unobstructed passage*. How admirably providential that it is *centrally placed*. It is also worthy of notice that St. Louis being more westerly than Chicago, a line from one to the other—the hypotenuse of the triangle already given—is diagonal to parallels and meridians in just that direction which is at right angles to the course of population as here outlined, in its approach to the right angle of the *Prism*, and to the “Course of Empire” beyond, in its march to the Pacific Ocean. A line through the Strait of Juan de Fuca in the Pacific, and Rock Island in the Mississippi, is perpendicular to the hypotenuse at a

* Historical time, not geological.

point midway between Chicago and St. Louis.* Again, the difference in longitude between Chicago and St. Louis—about 175 miles—affords ample space for intercourse between the North and the South by land lines, and is the chief gap because it commands both the lakes and the rivers, represented by Michigan and the Mississippi which run approximately parallel to each other. East from Chicago, like barriers to bridging exist as north of that city, while west of the Mississippi the great commercial combination of Nature rapidly disappears.

The line of greatest activity between the Mississippi and the Pacific, and the country to which it relates, will be simultaneously settled in due time. It is evident that many lines of transit will be required for the immense traffic eventually to be carried on between the extensive and fertile regions which lie on opposite sides of the Rocky Mountains.

In a field so vast and so certain to be the theatre of mighty changes in the near future, it would be vain to attempt an estimate of the probable amount of business which all, or even any one of the roads will be called upon to do. It is a subject which, as to the comparative merits of different routes, is open for speculation; and we may enter upon the task with as much assurance as upon that of locating the center of population, for the bases of a rational conclusion are abundant.

The first view of this matter should be taken with an acknowledgment of the necessity for accommodating a

* Prolonged, this line passes through Cincinnati and near to Indianapolis, Raleigh, N. C., and Cape Hatteras.

vast expanse of country with local traffic, and a sea-coast of great length, and of protecting these with the Center and the East against monopoly, by several independent and competing lines of railway. Waterways are out of the question here except for local purposes. This, however, is an important factor in determining the route of greatest probable magnitude.

The considerations which enter most largely into the subject and which must ultimately decide the question of predominance as to the respective routes, are their different lengths and comparative cost of construction and operation. It is likewise important that a practicable route across the continent shall terminate at a capacious and convenient harbor.

As a rule in transportation the shortest voyages by sea and the longest by inland navigation are sought, whereby the most interior and, if possible, central portions of a country may be reached. No where else on the Pacific coast in North America are these advantages to be found equal to those at Puget Sound and the Columbia River.

The heads of both these waters draw us in the same general northwesterly direction from both the eastern and the central cities. They extend farther inland than any harbor farther south, and at the same time are nearer to Japan and China. They are also nearer to Duluth, Chicago, Philadelphia, and New York. At first this may seem paradoxical. It therefore calls for the following explanation :

As we leave the tropics and approach the Polar Zones,

the distance around our globe diminishes, and each higher latitude is a smaller circle of the Planet. Even diagonal distances between meridians may be less than horizontal ones on larger parallels. From San Diego eastward to Europe, and from Savannah westward to Japan, the distances are less in direct lines which are diagonals across America, than they are by way of their own parallels to the opposite sides of the continent. The diagonal lines also have the advantage of passing through or near the central cities, especially St. Louis. These directions are at right angles with sea-coasts, at the points of departure where the continent is cuneiform and narrows on both sides southward like a wedge, and roads from them directly inward are also northward. These relative directions of coast and trunk lines are in accordance with natural laws governing trade. [Chart A].

The St. Louis bridge is in the direction of lines perpendicular to the coasts at Charleston, Savannah, and at San Diego. Southern cities have greater necessity for trade with northern cities than with each other, wherefore it is easy to understand that south of the great axial belt of intercourse, there is less occasion for bridges over the Mississippi than across its northern portion. The lower Mississippi and its overflowed land therefore, divide the Southern states into two groups, both of which will seek the markets at and above St. Louis. This is the lowest point at which the river is likely to be spanned, as the enormous expense and other objections to be encountered, besides obstructions to navigation, furnish difficulties not easily surmounted.

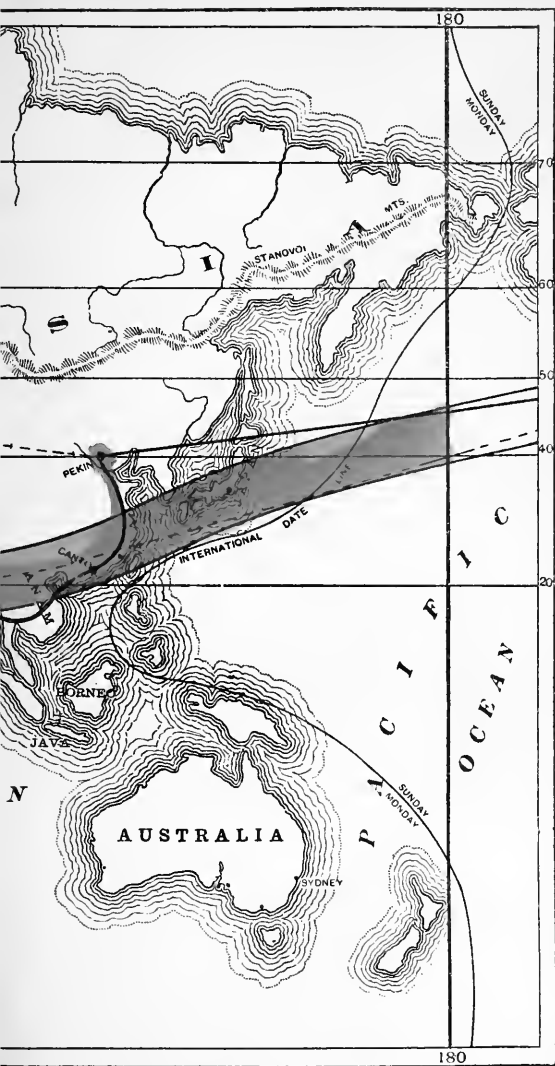
Whatever may be the number of railroad lines to the Pacific, in no case will their projectors lose sight of the great importance of connecting directly with the cities of the interior, and through them with the Atlantic Seaboard. *The CENTER must be reached from every side, and by every GREAT THROUGH LINE in all directions.*

Shore and side lines, cross routes, and lateral branches, will be numerous, and many of them important; but, Charleston with Chicago and San Diego with St. Louis, will be more valuable connections than either of these coast cities with the other. A railroad from Savannah to San Diego will be of vastly less consequence as a through route than as a subtending line; deriving more benefit from its intersections with diametrical ones through the centers than on account of the connection of its own extremes. New York with New Orleans is also a valuable railroad connection; but bears no comparison to that of either city with the Interior. Portland in Maine and Portland in Oregon will be of far less importance to each other, than will interjacent cities be to both. Long Island Sound and Puget Sound will always find in the Mississippi Valley a sounder basis of wealth than either will in the great city of its counterpart; and yet, these two cities so corresponding in their relations both to sea and shore, extremes as they are, will probably become the principal media of inter-oceanic transit. New York may yet find in a new city—perhaps not yet named—on the Pacific coast at Puget Sound, that co-operation which will command athwart our country the principal commerce between Asia and Europe,—the extremes of the Old World.

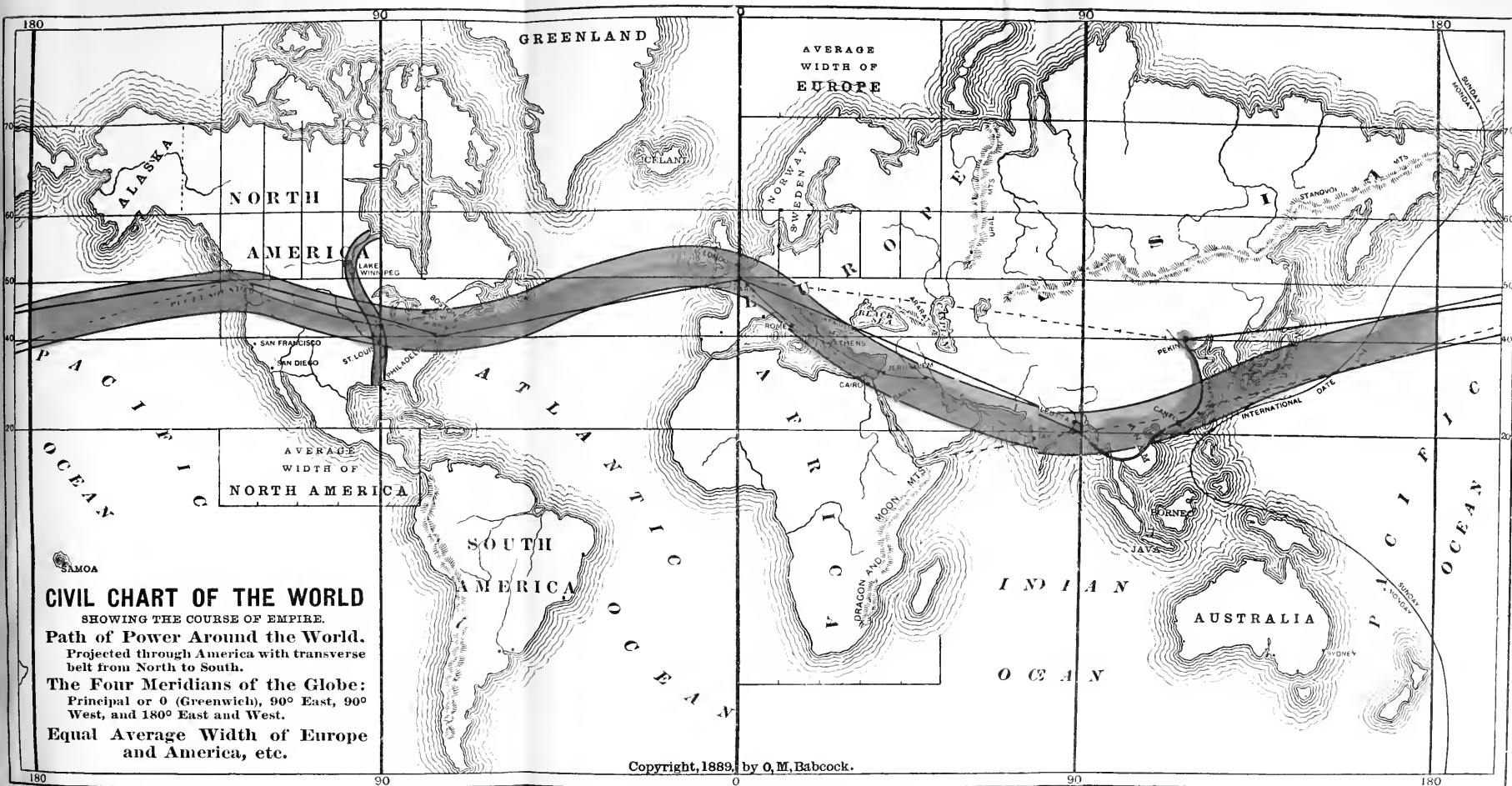
Those who think we are locating our metropolis in too high a latitude, have but to compare the physical features of the old and the new continents, and see how climates and latitudes vary between their eastern and western shores, to discover that our calculation is philosophically correct.

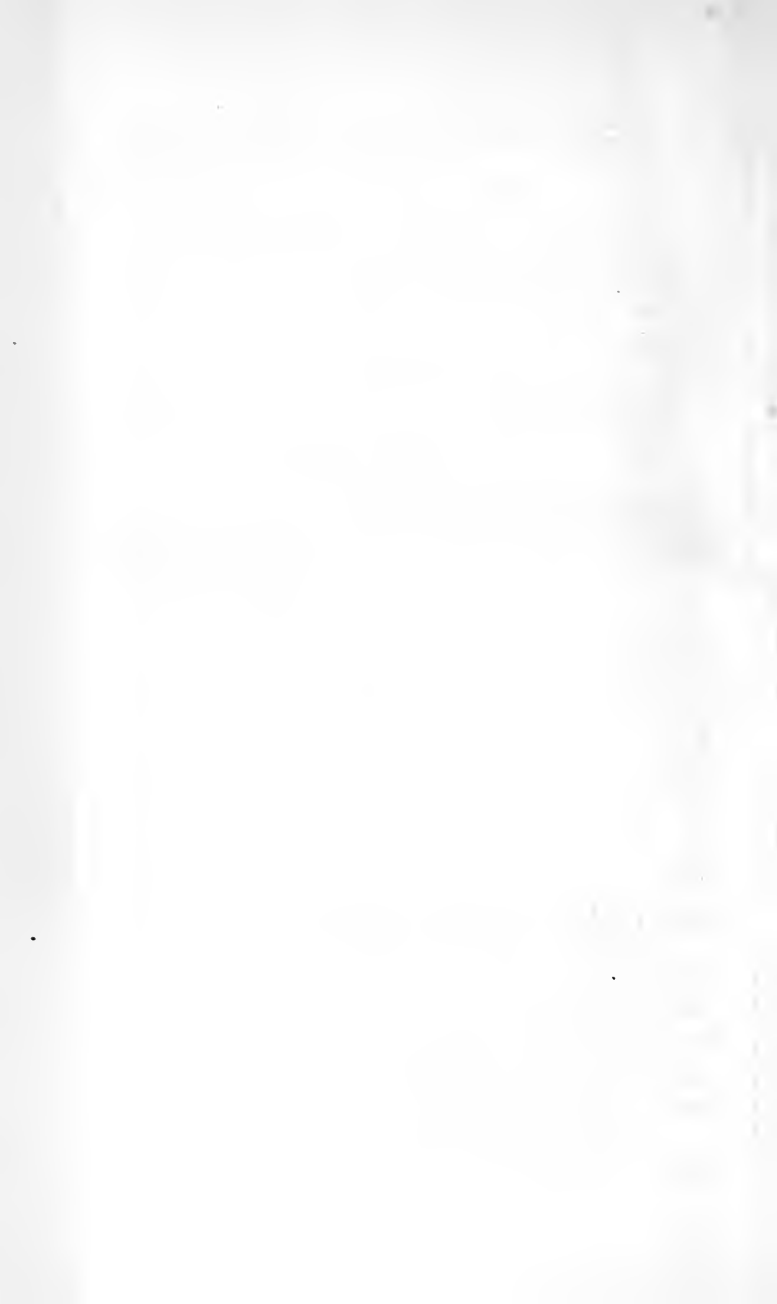
The correspondence between the eastern shores and the western shores, respectively, of the continents of the northern hemisphere, will surprise any observer who has never investigated the subject. We find Pekin and Philadelphia upon exactly the same parallel. Spain and Portugal, the most southern countries of Europe, correspond with northern California, embracing San Francisco; while Paris and Puget Sound agree in latitude, and all the British Isles with their great cities, including London the largest on the globe, lie still farther north. If British Europe on the Atlantic, is happy under the salutary effects of the Gulf Stream, why may not British America on the Pacific, rejoice under the benign influence of the Japan Current, since it lies in the same zone and in the same relative geographical position? If Sweden and Norway thrive, may not Alaska also when girt by the same Circle?

London and Liverpool are farther north than Puget Sound; then why may not the latter nurse a great commerce upon its bosom and smile in the face of great cities where Nature has supplied all the conditions of trade, both local and external? With her ease of approach from China and Japan, and with her peerless harbor surrounded by all the favorable circumstances of









climate and country, abounding in minerals, timber, and food, her waters are destined to reflect a municipal grandeur commensurate with such magnificent conditions. The arguments which these facts are brought to support, are amply sustained by the general fact that mild climates reach to higher latitudes on the western than on the eastern coasts of the continents.

Climates on opposite sides of the Northern Atlantic, if compared, show a remarkable difference in favor of the Old World. The frozen regions of Labrador north of Newfoundland, lie under the same degree of latitude as Plymouth in England where the myrtle and laurel remain perpetually verdant in the open air. In New York which has a more southern situation than Rome, the winter is colder than at Bergen in Norway, which is 20° farther to the north. On the northern coasts of Europe, waters remain open a great part of the year, even beyond the latitude of 80° ; while on the opposite or western shore—the eastern coast of Greenland—the ice never completely thaws. Through Davis Strait, icebergs float into the Atlantic, causing a chill to which the Pacific is never subjected. On the eastern shore of the Atlantic Ocean, in Europe, the latitude of 50° which crosses the English channel, is the median line of wisdom and wealth, population and power, and corresponds to latitude 40° upon its western shore in the eastern states of America.

This variance of ten degrees between the two shores of the Atlantic, is found to occur in like manner between the two shores of the Pacific. The deflection in

climate, the zone of progress, the march of civilization perpetually westward, are from higher to lower latitudes as they proceed across the water, and from lower to higher again as they move athwart the land. Descending from 50° to 40° across the Pacific, brings the Gulf of Georgia near Puget Sound in America, and Pekin in China, within the same line of activity, and the state of Oregon into similar relations with the Empire of Japan, some ten degrees farther south.

So, also, in crossing the continents from their eastern to their western shores, the median lines of commercial activity ascend northward in and through corresponding degrees. Entering Asia in latitude 40° at Pekin, the seat of power in China, and rising to latitude 50° which runs midway between Paris and London, and again entering America at about latitude 40° , analogy and reason alike teach us that it will again rise to 50° or thereabout, as nearly as the conditions will permit. It is a striking coincidence that these conditions in both cases are provided by Nature at just about where the corresponding latitudes indicate. This significant fact suggests the thought that it is not the work of chance, but of design. The slight variance from exact measurements in the two cases is not sufficient to justify critical remark. If such should be captiously advanced, the causes for an apparent discrepancy will be found more numerous than necessary for a complete explanation. Fidelity to plan would hint that the seeming degree of difference should be more, since the distance is greater across the land of the eastern hemisphere than across the western.

But these effects are not dependent upon distances by land, since they are caused by the action of waters between lands. America being less in width than Asia and Europe, and the lateral distance across a given number of parallels the same, it is plain that the angle of incidence in a diagonal line must also be less. The ascent in a direct line is, therefore, steeper between Philadelphia and Puget Sound than between Pekin and Paris. This is quite in keeping, as the elements which promote activity are more intense in their operation upon this than upon the opposite side of the globe—the inclination being more abrupt or approximating nearer to the angularity of 45° , the direction of greatest potency in mechanical execution or for developing energies, activities, and refinements of the highest order by the operation of natural forces.

Besides, the great distance across the eastern continent and the consequent apparently slight obliquity of the line in question, is fully compensated by its extreme deviation in an immense dip towards the south, traversing a greater number of latitudes or parallels in its descent and ascent, than in crossing America. The nature of the country compels this, and although seeming to be an arbitrary departure from a rule, or a contradiction of statement, it rather shows the truth of the one and consistency of the other; for if instead of the Thian Tschan and other mountains of Central Asia, there existed a great and fertile valley; if instead of the great desert of Cobi 2,000 miles in length, there lay an inland sea or any navigable water surrounded by

fertile plains like the interior of North America, it is easy to understand how different might be the commerce and the civilization of Asia.*

The interior of our country is as opposite in character, as it is antipodal in relation to the region mentioned. Instead of sterile mountains and arid deserts like those of Tartary, we have in corresponding position, great fertile plains traversed by navigable waters, inviting instead of repelling cultivation and commerce. Hence the forces of civilization here are concentrative and strong instead of distributive and weak. The march of Empire across our continent, therefore, though having similarities, in its aggregate course is more direct and intense than in the Old World.

From the western shore of the Caspian Sea in 40° north latitude, near Mount Ararat, to the city of Paris, the degrees of latitude crossed are the same as those between Philadelphia and the middle channel of our great Northwestern Inlet which forms the Strait of Juan de Fuca and Gulf of Georgia, or waters in common with Puget Sound; while the degrees of longitude from the same starting point to London are just equal in number to those between Philadelphia and the mouth of the Inlet above given.

Thus we see that from the beginning of historic †

* If the Russian railroad across Siberia be built on the plan projected, it will do much to transform Central Asia in the early part of the next century. It will not, however, change the *axis of intercourse* as here laid down.

† Biblical History.

progress in the Old World to its most luminous points on the western shores of Europe, the latitudes and longitudes bear a nearly exact relation to those in the path of Civilization's march across the continent of North America. The inference therefore is rational that the English Channel and the Straits of Juan de Fuca, so closely resembling each other in trading facilities and physical characteristics, were alike predestined to ebb and flow amidst the most gigantic ocean commerce on the western shores of their respective hemispheres.

The 40th parallel seems to be the base line of prolific activity around the world—the Commercial Equator of the Northern Hemisphere—the magnetic center of a belt laden on either side with an equiponderance of human events; differenced, however, by diverse characteristics and displayed with proportionate power, (albeit at different times,) at equal distances in either direction from this axis of sentient motion which, descending to 20° in Asia and ascending to 60° in Europe (Calcutta and St. Petersburg indicating the lines of average extreme South and North), gives us in the Old World a zone forty degrees in width as well as parallel No. 40 for its center line.

The spurs and projections falling below 20° and rising above 60° are off-sets on either extreme, which about counterbalance those upon the other, in area, importance and the number of degrees across which they extend. The two horns of India on the South, and the Scandinavian Peninsula—Norway and Sweden—on the North, are respectively principal parts of the projections to

which this statement refers, each spanning ten degrees beyond the belt embraced within the lines mentioned. Extending our estimate of equiponderance to both hemispheres and embracing all continents, we find that two greater horns—Africa and South America—with Australia and other islands on the south side of the Commercial Axis we give, about balance what lies on the north side, and that, considering the formation of the southern continents and their distances apart as compared with countries in the northern hemisphere, our Axis of Empire is really the Equator of commerce and intercourse, not only for the northern continents but for the entire Globe.

It is noticeable that the descent from China to India is marked by a corresponding depression in the mental characteristics of the people; while from thence to Europe the ascent is attended with corresponding improvement.

It so happens (or was so designed) that this axial line of intelligence, in its rise from Asia to Europe through degrees of excellence as well as of latitude, crosses the balance-line of parallel 40° just where the latter is also crossed by the geographical division between Europe and Asia; so that nearly all of *active* Asia is on the south side of the 40th parallel, while the most of Europe lies north of it. Though far less in magnitude, the intelligence and commercial importance of the latter is a full equivalent for the aggregate of the former, however superior its extent of area and number of population. This triplex intersection of lines, so important in the

facts associated with their existence, adds much of interest to a region already prominent as the triple junction of the continents* of the Old World and famous as the nursery of historic progress, and the elements of modern civilization.

Approaching it from commercial Asia in the path already indicated which leads along the Persian Gulf, up the River Euphrates by the ruins of ancient Babylon once the ruling city of the world, it passes through Palestine, midway between Ararat and Egypt, to the mouth of the Dardanelles, whence within a comparatively small radius the most luminous points of the ancient East appear.

It may not be without significance that this pivotal point in anthropography, this solar plexus of a hemisphere, this political center of the eastern world, was the birth-place of Christianity; and affords a commanding position for that central shrine of History and Hope—the City of Jerusalem.

The parts which Egypt and Persia have played in the great drama of human progress it is not our purpose to consider, nor are we to speculate on the coming civilization of Africa and its effect in future ages on this interesting portion of the historic world. The Suez Canal, the possible change in governments, and the ultimate influence of America over all, constitute a mighty theme. Should Archæologists unearth the ancient history of Egypt and assign to her the proud ancestry of

* Asia, Africa, and Europe.

our boasted knowledge, showing that she is the antecedent of Greece in learning, thereby sending us to a lower latitude for the source of our civilization, the ascent through Athens and Rome to Paris and London would still be in range, and in keeping with our theory of movement towards the Northwest.

In the line of greatest activity around the world, this descent and ascent through Asia is about equal to the sum of the two distances through Europe and America; all measurements being counted by meridians between average extremes, and hence on straight lines. The estimates are found to almost exactly coincide.

The number of meridians spanned by Asia on the 40th parallel being one hundred, those in Europe and America together are also one hundred but measured in higher latitudes—both geographically and intellectually. The diametrical line for Europe is on parallel 50, while for America it is intermediate, being from 40 to 50 in a diagonal—an average of 45. This is significant of the fact that properties of both Asia and Europe combine in America.

For developing the best conditions of active life, the sun's rays lose in effectiveness as they approach either the perpendicular or the horizontal direction to the earth, and as they approximate the mean angle between these—that of 45 degrees—other things being equal and barring interferences—the excellences resulting from their action are not only increased, but are of a higher order. Hence the torrid and the frigid regions are both unfavorable to the highest development of man, and the

civilization of both are inclined to be statical instead of changeable and progressive. The predestination of the Japhetic Race to perpetual progress is probably due to the countries through which they were sent, more than to their superiority of ancestral blood.

In the absence of any historical knowledge concerning the origin of Asian races, of the gradations through which they rose to the plane of existence they now occupy, or to any superior civilization which they may have known in the past (for, judging from their antiquities, they seem to have retrograded during the latter centuries), nothing can be said of the movement of their civilization, whether it be a development fixed in all of its peculiarities incident to the several climes from Tartary to Turkey, or whether it was aggressive by conquest and culture. It is not a part of our present purpose to speculate upon the past nor to deal even in facts with the old countries, except so far as may be necessary to aid us in forecasting the New.

Our consideration of pre-historic races and their institutions is limited chiefly to their geographical positions and the climatic influences on the human organism; in order that we may, by comparison, see the conditions under which Americans must develop.

Notwithstanding the difference in size between the Old World and the New, their geographical proportions in measurements, which have reference to the principles under consideration, are somewhat remarkable.* While

* Measurements are here made by counting degrees, which is the only method of answering our purpose to be both clear and concise.

the mean longitudes of Asia are about equal to those of both Europe and America, as already shown—giving to Europe and Asia together three times the width of America,—the latitudes reached by the mean borders of the great active belt are, in the Old World, separated by a distance about double that which divides it in the New. In the Old World they range between 20° and 60° , as an average or mean width, and in the New between 30° and 50° , or from New Orleans to Winnipeg, otherwise from the Gulf of Mexico to the Gulf of Georgia; the great limbs of Mexico and Alaska being extensions which offset corresponding abbreviations on

Nautical miles in explanation of differences on a sphere are not easily given. The longest distances by meridians across continents are about 65 N. Lat.; whereas belt estimates for our specific object are mostly between 40 and 50. So we make in our belt as follows, viz.:

Atlantic Ocean about	75 degrees.	} It is clear therefore, that from Pekin to London, in a direct line, the slant is greater than from Philadelphia to Vancouver's Island.
Pacific Ocean about	120 "	
America about	50 "	
Asia and Europe,	115 "	
	<hr/> 360	

The average of inhabitable Asia is about 100 degrees longitude. The average of inhabitable America and Europe is about 50 degrees longitude each.

Between parallels of latitude, the average for Europe is about between 40 and 70.

Between parallels of latitude, the average for America is about between 30 and 70.

The parallel of 70 north latitude is about equally tangential to both Europe and America. While both are habitable to this line the prolific and desirable portions extend only to about 60 north latitude. Siberia in Asia is about 65 north latitude.

the opposite or eastern side of the continent, from Labrador to Florida.

This sigmoidal belt or great girdle around the Earth, with an axis deviating at every point and a direct line for its equator, becomes a subject for interesting study throughout its entire length—especially where it traverses a continent. It is here considered chiefly with reference to its course through Europe and America,—particularly the latter. Its flexures are so apportioned that its direction through Europe is an index of its projection through America, for they are strikingly similar.* It is the center line or axis of a comparatively narrow belt embracing the most interesting features of civilization and refinement; “where the human form has been developed in all its perfection and the human intellect has put forth its most vigorous manifestations; where governments are stable and best administered, where human life and property are best protected, and where capital is most extensively accumulated and invested; where the rewards of industry are the most liberal and most certain, and where society may be truly said to have attained its highest excellence.”

“The Course of Empire” is along this line of pro-

*The curved axis through Europe shows a steeper ascent as it approaches the western limits. This appropriately indicates intenser action there than in the eastern portion. On this principle it might be argued that as the average ascent in Europe is more abrupt than in America, intenser action is indicated for that continent than for this. The argument falls, however, in view of the fact that Nature has provided for greater *concentration* in America, as before shown, and hence a more *forcible* and *higher order* of movement.

gress, operative in the old world and speculative in the new; but always in a diagonal as the most effective forces move.

Though falling slightly below and rising somewhat above the belt embraced by parallels 40 and 50, the diagonal bisection of this belt is, by the grand march of mind in its unceasing westward course, so made that the parallel of 45 degrees becomes really the average direct line of most vigorous activity, as seen in its midway course through the mental sphere of Europe where this intellectual center has moved, though not direct, yet, for the most part within the narrow belt above indicated.

If we accept the Noachian account of the debarkation (deb-ark-ation), we may proceed from the western shore of the Caspian Sea near Mount Ararat whose base is on the 40th parallel, and inclining slightly to the north, we move westward to Constantinople, the seat of Empire in the East, where Mahometanism with its characteristic civilization has long prevailed and ruled its many millions.

Weak at first and consequently slow, the "Course of Empire," although moving in its normal direction, had not momentum sufficient to overcome the gravity of its base-line, and as by growth its weight considerably increased, it fell to 40° with a force which carried it as far below—but still westward—to Athens, the birth-place of intellectual power and artistic beauty. The force of its lateral impulse is here spent or overcome, and after a pause in which it gathers increased energy, it is again drawn to its base-line. Now in harmony with its

natural or upward course, it continues on its way westward, rising with cumulative power too great to be effectually checked by the magnetic base which it recrosses on its way to Rome. Thence moving onward with resistless force, it erects its standard on the most western limits of the Old World. From Athens to London it makes a waving curve through a series of Capitals, each prominent for some peculiarity due to the part it has taken in the great drama of human advancement.*

Thus, in its march, it established in succession,—Athens, the origin of beauty in art; Rome, to which is ascribed the history of all-conquering force; Florence, to which must be referred the history of modern Europe, Paris the seat of refinement, and London the seat of modern power and the center of the world's commerce. "So, Paris and London became the centers of civilization, in the midst of a group of cities and states, making the whole continent of Europe to glow with a hitherto unseen effulgence, and lighting up the eastern rim of another hemisphere."

With no obstacle to surmount, and no material upon which to work or feed, the genius of Civilization ceases to ascend; and while moving still westward across the

* This waving curve is a general dip or sag,—a gravitation southward towards its base-line, being thus drawn by the great commercial activity on and along the Mediterranean Sea. The waving or irregularity of the curve is caused by the points named, being not in a direct line; as, for instance Florence is north of the line from Athens to Rome, as also from Rome to Paris. Similar deflections occur in America.

sea, falls back to its base-line of 40° in America, at Philadelphia where the Treaty of Penn—"mightier in arbitration than the sword"—first proved effective to open the way for a grand and successful march to a grander and more successful goal.

"At this auspicious place on May 17, 1787, the National Convention, with Washington at its head, held its first session, wherein the average mental power was, perhaps, never exceeded in the history of the world." Between that date and the 17th of September following, was formed the Constitution of the United States of America.

The place as well as the time was eminently suited to the event from which we may date the history of constitutional liberty, begun by the signing of that immortal instrument, the Declaration of Independence, and consummated in the supplemental document which made us a Nation. "For the first time in human history the great mass of the people stood revealed," armed with the weapons of Peace and ready for the march of enlightened freedom, to traverse a new continent and subdue it from savagism to the dominion of intelligent labor.

"The scattered ranks spread out along the Atlantic Coast from Nova Scotia to Florida, illuminated the border of a vast continent with the most select specimens from peoples of different nationalities who, clustering in homogeneous groups, took root and enabled their adopted America to take her position face to face with Europe; no longer as a dependent minor, but as a full-

aged daughter, independent and equal, with a fought-for and acknowledged right."

But a greater victory was yet to be won—the liberation of mind from the thralldom of ancient errors; and volunteers from the ranks of reform in the Old World, came to join in this work of human amelioration. So the center of the civilized world has been removed to a remoter point in the West, and "all the mental splendor of the East brought over to illuminate the immense realms then first redeemed from barbarism" and dedicated to the elevation of mankind.

Flanked on either side by a long and luminous array of municipal stars, stretching from St. Johns on the North to St. Augustine on the South, and with New York and Baltimore on the right and left respectively, Philadelphia is the central key of our civilization and axial base of the line of march to the Mississippi where the gigantic movement of intellect is augmenting its forces, and every hour deepening the contrast between its own generous grandeur and the "petty insipidities it leaves behind"—where thought the most free and original will henceforth cause the country to individualize itself more and more, until a *distinguished race* shall have developed the resources of a continent of states, and gathered a galaxy of its brightest luminaries in central skies to pour their combined effulgence from sea to sea; where constellations in every horizon, radiating to a common focus, will intensify the lustre and make our nation to glow with a splendor unknown in the annals of patriotism and progress. Spreading

quickly over our continent, the best ideas, arts and institutions of all progressive peoples are becoming rapidly established, to focalize the light of all preceding centuries in the great valley and, flooding the nation with a sea of glory, illuminate the world.

The foregoing ideas and inferences touching the points of resemblance and difference between the eastern and western hemispheres, will be received with varying degrees of interest and regarded as of more or less importance, according as they are understood and the physiological effects of differing climatic and other conditions are comprehended. In whatever light they may be considered, they possess the strong element of *truth*, and belong rather to history than to hypothesis; being not the creations of fancy, but logical deductions from evident facts.

The *Commercial Axis* through America is projected on a line to correspond with its course through Europe, albeit under influences measurably dissimilar, and at times acting in opposite directions. It is on the southern border of Eastern Europe and in the central portion of Eastern America. The immense commerce of the Great Lakes act in the opposite direction from that of the Mediterranean Sea. So, while in Europe it is attracted southward by the sea, in America it is drawn northward by the lakes, thereby overcoming the attraction of the Ohio River and other southward influences sufficiently to hold it from an abnormal dip in that direction. The magnetic power of this influence in longitude 87 causes an upward turn until it hugs the southern shore of Lake Michigan.

In its descent from the 50th parallel in the British Channel to the 40th at Philadelphia, it gravitates a little upward as it approaches America, bringing Boston and New York within its curved line of progress. From Philadelphia it ascends through Harrisburg and Pittsburgh, curving upwards to the end of Lake Michigan, having passed into latitude 41 near Fort Wayne.

The commerce of the two upper lakes extending through six degrees of latitude, and practically concentrated within one of longitude on Lake Michigan and its western shore, is the powerful magnet by which the axis is deflected upward into contact with the coming Metropolis of America and ultimately of the World. It now gravitates a little southward, passing Joliet to longitude 90 but not below latitude 41. This takes place under the influence of the Mississippi which, magnetic as the lakes, dominates towards the south at all points above St. Louis where the equipoise is reached. The bend upwards to Chicago from the sag southward, forms the waving curve before mentioned. Similar waves may occur beyond, but not to overcome or materially change its grand ascent as it speeds from the 90th Meridian westward and northward, midway between Topeka with Kansas City and St. Paul with Minneapolis,—counterparts in importance and the next luminaries of magnificence beyond St. Louis and Chicago. Denver and Winnipeg are offsets still farther on and wider apart. Between them runs the Axis on the north side of the Black Hills and through a region almost starless to the naked eye, but full of interesting search

as we sweep the horizon with our horoscope and catch glimpses here and there of new luminaries coming into view,—as yet but points of light.

In the distance a Stellar mass appears, somewhat nebulous but with clearly defined nuclei which we shall study with growing interest as approach dispels the mist, and a cluster of cities stand revealed, rivaling in magnificence the great marts of Europe and making Puget Sound to glow with an effulgence unparalleled by any harbor of the broadest ocean on the globe.

Our arguments concerning Puget Sound and the Columbia River, are not for the purpose of magnifying the merits of these waters as harbors; but the inevitable conclusion to which their superiority leads, is here brought forward to show the outcome of our “March to the sea,” and to aid in proving that its course must be, as it has been from Asia to the western coast of Europe—in a north-westerly direction. Whatever may be offered in hypothesis or ultimately shown by experience favoring a more direct route to a more southern terminus, will not change the position already taken regarding the Central Region and its *commercial capitals*.

What we have already stated about sections, may with a measure of propriety be said concerning cities. Situation and accessibility, however favorable, are not their only pre-requisites. Productive surroundings are also important; and as it is not city population alone, but also thickly inhabited adjacent districts, which make populous and powerful sections, so the line of richest development may not lie along the most feasible and

direct thoroughfares of transportation between distant parts.

A healthful climate with fertile soil and good facilities for local traffic, are the primary conditions of substantial wealth and political power. The lines of greatest intensity will follow such, rather than more direct and more feasible routes, if the latter be not supported by these collateral circumstances. But *when the great centers of commerce, desirably located with direct routes of transportation between them, exist in immediate juxtaposition with the highest advantages of productive soil and manufacturing facilities, THERE are combined the various elements of success and guarantees of permanent greatness.*

Agriculture, manufacture, and commerce, the primaries of business and wealth, must conform to natural adaptations; after this they possess the power of adapting education and the arts to their own requirements. Hence, as we have found in the sites and surroundings of Chicago and St. Louis, all the pre-requisites of great cities; so we may find in the richest agricultural belt from these to the Pacific Ocean, stretching in a northwesterly direction through the far-reaching and fertile valleys of the Missouri River and its tributaries, and continuing with those of the Columbia in the same general direction, *the zone of greatest activity, prosperity, and power.*

If desirable, by means of improved riverbeds and canals, to unite the great central and the Pacific waters as nearly as possible for purposes of navigation, the

Missouri and the Columbia Rivers afford the most, if not the only feasible route for its accomplishment; while their valleys lying in the direction of civilization's march and forming the belt of highest activity and productiveness, afford reasonable grounds for a conclusion that the greatest railroad thoroughfares across the continent will be developed in close proximity to these water-courses—perhaps between the Union Pacific and the Northern Pacific Railroads,—diverging from the former in Central Iowa and joining the latter in Montana.

From Chicago and St. Louis, lines of traffic will converge in southeastern Dakota and, passing near the Black Hills, pursue the same general course to the Yellowstone north of the National Park, and so on to Puget Sound.

Thus the most direct line through the richest region from the central to the Pacific States, will form an important link in the grand march of civilization around the Planet.*

The vast area so traversed, is rich in the elements of vegetable and mineral wealth, and is well and beautifully watered by numberless tributaries of the great rivers, flowing in opposite directions from a common summit where their head-waters interlace, and which is comparatively easy of access and passage, because of its low elevation at the depressed summits of the Great

* This is not laid down as a route certain to be followed by one or a number of trunk lines of road, but as the axis of a great belt of cities, towns and general enterprise. This axis will be followed by trunk or belt lines as nearly as practicable.

Continental Mountain Range; with a latitude of vigorous climate and moderate temperature, in a pre-eminent degree fulfilling the conditions of a civilization of the highest order. We may, therefore, safely venture the prediction that it is the highway of human progress, development and culture.

If a basis for belief more definite than a general statement be required, it may be furnished in a few official facts concerning the largest and central one of the three grand divisions on this route beyond the State of Iowa, of which Dakota, the first, may be considered as a continuation in soil and climate, double in size and more delightful in scenery. Washington Territory, the third of these divisions and touching the Pacific Ocean, is also immense in her dimensions and of acknowledged fruitfulness and beauty. Montana between them, is the best watered region west of the Mississippi; rich in mines of gold, silver, and other metals, besides containing, according to the estimate of the Surveyor General, 20,000,000 acres of land adapted to the purposes of farming.

The climate of the whole route is highly favorable for habitation, both as to subsistence and enjoyment. Dakota has the average temperature of Iowa, with a dryer and more invigorating atmosphere; Montana that of Ohio without its dampness and changeableness, and Washington Territory that of Virginia, with more rain and cooler summer nights.

But neither our purpose nor our space will admit of details. Reports of explorations and surveys have been

printed and copiously circulated, and their repetition here would be superfluous and cumbersome, where the aim is to be concise. Enough has been said to show our conclusions and our reasons therefor.

Of the commercial belt running north and south, less can or need be said by way of argument. The channel of the Mississippi decides that matter, and with Lake Winnipeg and the two rivers which feed and drain it—the Red and the Nelson—plainly indicates the line from Hudson Bay to the Gulf of Mexico. At the Bay end, other channels may, by improvement and construction, be made to connect these two superior seas through Superior Lake at its upper end. Some years must elapse before speculation and exploration will have settled this question. That it will be affirmatively decided there is no reasonable doubt.

In her most generous plans Nature seems always to leave some things for Art to accomplish. The Canal by Niagara Falls had to be constructed, the mouth of the Mississippi to be deepened, and the Isthmus of Suez to be channelled. So must a canal connecting Lake Michigan with the Mississippi River, or the two Oceans through Central America, and one or more to complete intercourse between Hudson Bay and the Rivers or the Lakes. [See Chart B, and Chart of the World.]

In such an event, these two great arms of the ocean, Hudson Bay and the Gulf of Mexico, counter-parts in extent as well as in respective position, lying as they do in the same longitude, would be connected by a water-way crossing the broadest isthmus on the globe; while

numerous railways—and perhaps more speedy means of transit,—running all abreast, approximately parallel to each other and to the 90th meridian, will permanently establish between the extremes of continent and climate, uninterrupted intercourse through their most natural and central channel teeming with trade and studded with marts and manufactories, in the midst of cultivated fields displaying every variety of production and order of industry incident to the varying latitudes which so imperceptibly blend heterogeneous characteristics. This luminous belt will prove a bond of safety, serving to harmonize the widest differences through gradations of changing interests so closely interwoven that, throughout the entire length, no abrupt transition, flaw, or line of demarkation exists, where a separation would not mar a figure and destroy an indispensable portion of the fabric. Being strongest in the middle, it will successfully withstand the most violent attempts at separation. One such, having destroyed its own motive, is not likely again to be made. The costly lesson remembered, and the increased facilities with demands for intercourse between sections varying in climate and differing in productions, call for the largest measure of reciprocation in trade. This will henceforth stimulate a feeling of common interest with sentiments in favor of *union*. From the South and from the centre, food and fabrics must go to the forests and the mines beyond the fields of agriculture, where exist in abundance crude materials for exchange. The undeveloped wealth of that vast and rigorous clime is a bold challenge to the enterprise

of this age, and will not be permitted to pass the climax of opportunity unaccepted.

It seems reasonably certain that this continent is to be spanned from ocean to ocean and from bay to gulf, by *belts of unusual activity* in the various operations of civilized life.

A marvellous coincidence exciting our admiration, is the probability which existing facts present, that these two grand avenues of intercourse intersect each other at or near the ultimate center of population.

The two arms of the Cross extend respectively to Hudson Bay and the Mexican Gulf, whose expanding waters with their digital accessories grasp the commerce of extreme latitudes for reciprocal advantages and general benefits,—the arms of ocean commerce becoming the hands of internal trade. Equally distant from the common center, these twin seas appear to have been auspiciously placed in the same longitude, in order that by the shortest distance they may be brought into that direct union for which they were intended. [Chart B.]

By transversing the cross, changing the arms into the upright, with center unmoved, we may form an emblem of surpassing beauty and significance. By abbreviating the upper limb, and crowning it with a crescent poised after Nature's pattern, the direction and extent of our growth are indicated. With head amidst the head-waters of our navigable system, its foot planted on the thirtieth parallel in the foot waters of the Mississippi, it stands, the ideal of our inheritance and symbol of our sway. Twining up its magnificent shaft, the majestic

river seems,—not transversed, but transformed,—a river into a vine. Its Delta represents the roots drawing nourishment from the exhaustless ocean, the world's field of commerce. The trunk ascends along the ninetyeth meridian, the axis of both cross and vine. The smaller streams are branches with lakelets for leaves. Hamlets, towns and cities are its blossoms and fruits in all stages of development. These have been nourished by its active circulation until their number and size called for artificial support. Such are the props furnished by railroads. Extend the arms to either ocean, and the left becomes recipient from all the East of Ancient Art or modern lore. The giving right, longer and lifted, points our course and signifies our policy—resistless though PACIFIC. In keeping with natural proportions and relations, therefore, as given on preceding pages, is our imagery of the COMMERCIAL CROSS.

Comprehensively, then, we note :

1 Asia the largest continent; 2 Pacific the greatest ocean; 3 Western coast, the longest shore and side of America; 4 Pacific Slope longer and broader than Atlantic Slope; 5 Western mountains more numerous, high, and extensive than the Alleghenies; 6 Columbia and Colorado Rivers greater than any on Atlantic Slope; 7 Puget Sound the largest harbor; 8 Northern portion of Continent the broadest portion; 9 Lakes larger towards the West and North; most northern and western—Superior; 10 Northwestern River (Missouri) the longest branch; 11 Northwestern region more extensive than Southwestern; 12 Mild climate extensive towards the Northwest; 13 Connecting channel through Lake Win-

nipeg, conforming to the general plan, bends to the Northwest; 14 Corresponding to the above, the Mississippi Valley,—the Great Basin,—the Central Section, is largest in the Western and Northern portion, has the greatest area towards the Northwest—is most extensive west and northwest of the commercial and political centers. All this may seem *eccentric*. So it is, but it is as true as a circle. What more in keeping then, than that: 15 The Great American Cross raise its long, strong, right arm significantly toward the Great Northwest, as the Crescent looks and the Vine extends.

Thus let it remain:—The Cross, the Crescent, and the Vine,—signifying Virtue, Growth, and Plenty—as a perpetual symbol of our Civilization.

Under opposite conditions and on different plans are laid out these intersecting highways,—the Cross Belts of the Continent.

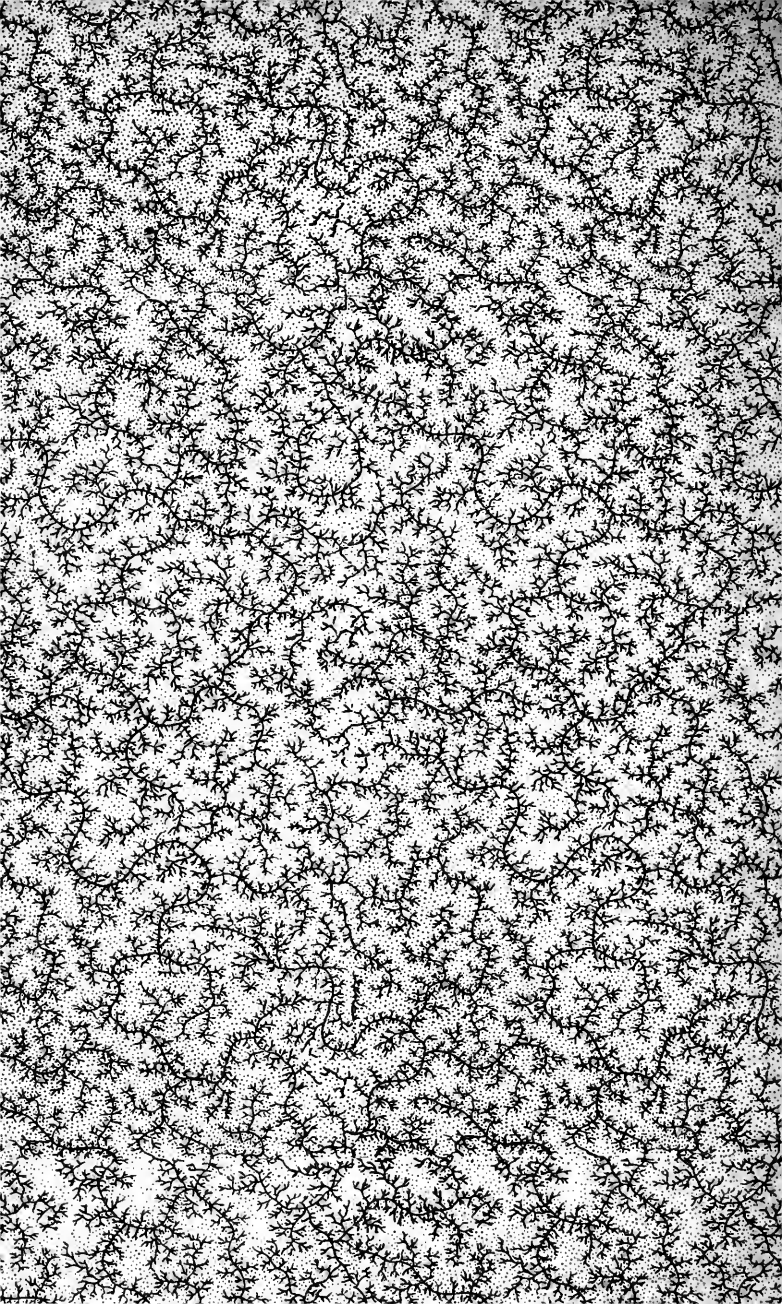
The Meridian Line, like the magnetic needle, points in the direction of the Poles. The other, like the electric circuit, is devious in its course, and uncertain until its affinities are developed and the circuit completed. As it proceeds westward across America, it rises through a series of latitudes corresponding to its course through Europe, crossing also an equal number of meridians in its passage, and reaching the Pacific at an elevation suitably adapted by adequate arrangement for a victorious descent upon the ancient East to redeem and civilize the world.

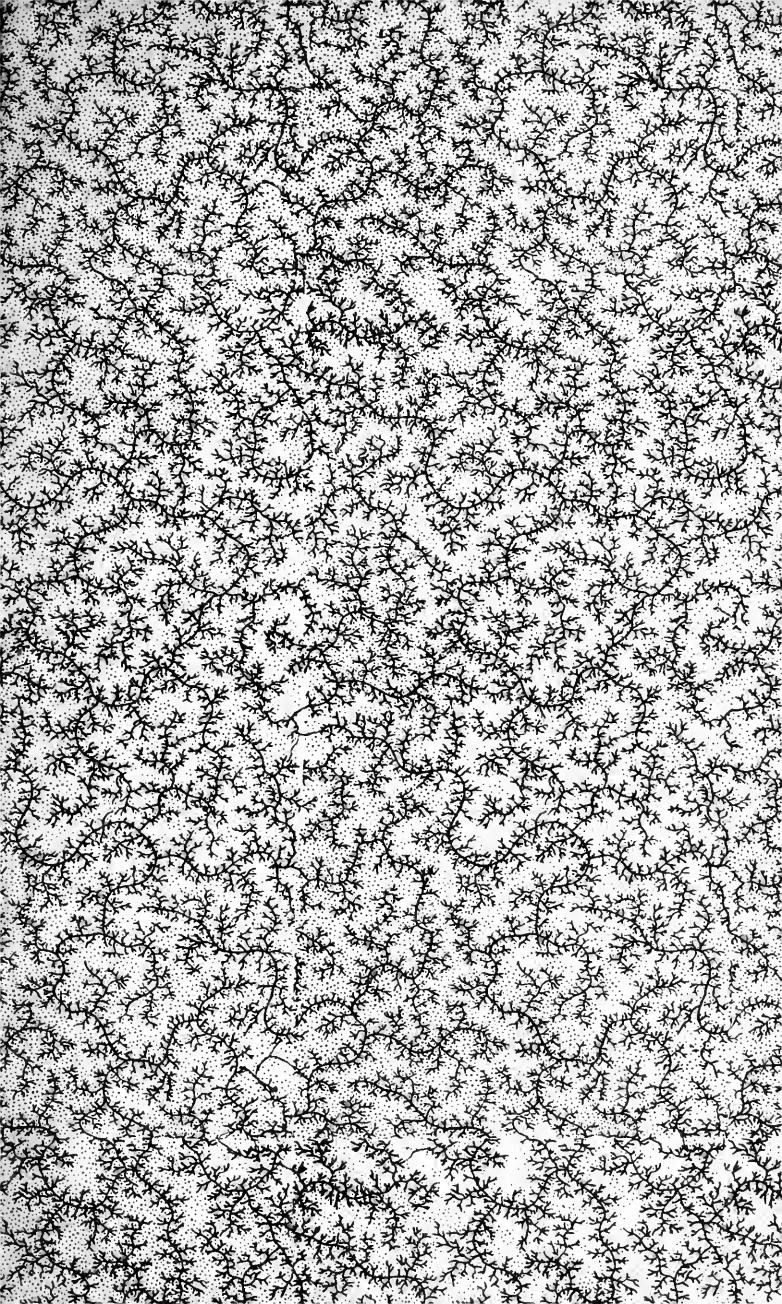
“Were man to live coeval with the sun,
The patriarch student would be learning still,
And, dying, leave his lesson half unlearned.”











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